

**REMOVAL**  
The Inveravish Floral Company  
have moved from 35 Fort St. to  
39 GOVERNMENT ST.  
A. J. W. BRIDGMAN, - - - Manager.

# The Daily Colonist.

**WELLINGTON and COMOX**  
**HOUSEHOLD**  
**COAL**  
Hall, Goepel & Company  
Telephone 23  
100 Government Street

VOL. LXXXII.--NO. 88 VICTORIA B. C. THURSDAY SEPTEMBER 21 1899 FORTY-SECOND YEAR

**S TILL ANOTHER LOT...**  
JUST ..IN..  
This time it is Sterling Silver fine Hall marked  
Tea Sets, Coffee Sets, Dishes, Trays, Bon Bon  
Dishes, Salts, Etc. The best goods we can  
get, and at the most reasonable prices  
Have you seen the **STERLING SILVER MOUNTED CUT GLASS**  
**Challoner & Mitchell,**  
Telephone 675. JEWELLERS. 47 Government St.

**BUILD**  
**..YOURSELF UP FOR WINTER..**  
BY USING  
**VIN MARIANI.**  
A PERFECT TONIC.  
**HUDSON'S BAY COMP'Y**  
WHOLESALE DISTRIBUTING AGENTS.

**This Fine Weather**  
Acts like the values we are giving—it  
makes every one happy and contented.  
You will surely be pleased with yourself  
if you are patronizing us, but if not, you  
should do so at once, so as not to miss the  
offers we are making every week.  
Fine Island Apples.....\$1.00 box  
Fine Island Potatoes.....\$1.00 sack  
American Rolled Oats.....7 lbs. for 25c  
Quaker Oats.....2 pkgs. 25c  
"Dixie" Hams and Bacon are unsurpassed.  
Washing Starch in Toy Trunks.  
**Dixie H. Ross & Co.**

**Van Anda**  
**Copper and**  
**Gold Co.**  
**Purchasers and Smelters**  
OF COPPER AND  
GOLDER-GOLD ORES  
Works at Van Anda, Texada Island,  
B.C. Rates on application. Cash paid  
on settlement of assays.

**B. C. MINING & EXPLORATION CO., LD.**  
(Non Personal Liability.)  
Capital \$150,000, divided into 600,000 shares  
of 25 cents each.  
Properties owned by the company com-  
prise 16 1/2 mining claims situated in East and  
West Kootenay, Mt. Slicker, V.I., and West  
Coast, V.I.  
Vendors have taken shares in full pay-  
ment for properties, which shares have  
been pooled until 100,000 treasury shares  
have been sold.  
Over \$12,000 has been already expended  
on these properties.  
100,000 treasury shares are now offered at  
10 cents, the proceeds to be used for de-  
veloping the properties; these shares are  
fully paid up and non-assessable.  
For further particulars and sample of ore  
apply to  
**A. W. More & Co.,**  
86 Government St. VICTORIA

**FISHING TACKLE**  
Heart Rods; Scotch Flies;  
Lures, Lines, Casts, Nets, etc.  
All of Best English Manufacture  
AT  
**Fox's 78 Gov't St.**

**AUCTION**  
—OF—  
**Elegant Parlor, Dining, Bed-  
rooms and Kitchen Furniture**  
Will be Sold on the Premises,  
**67 SUPERIOR STREET**  
—AT—  
**11 a.m., on Tuesday, September 19th.**  
All James Bay cars pass the door. Every-  
thing must be PAID for and taken away on  
DAY of sale. Terms—Cash.  
**W. JONES,**  
Auctioneer.  
**PRELIMINARY ANNOUNCEMENT.**  
**AUCTION SALES**  
BY  
**Mr. Herbert Cuthbert**  
ON  
**TUESDAY, SEPTEMBER 26th.**  
AT 2 P. M.  
I am instructed by A. L. Butler, Esq., to  
sell on the premises, No. 8 Terrace avenue,  
junction of Oak Bay avenue and Cadboro  
Bay road, the elegant  
**CONTENTS OF THE "DUNGLOW."**  
Residence. Particulars on Friday morning.  
ON  
**FRIDAY, SEPTEMBER 29th,**  
AT 2 P. M.  
Acting under instructions from a gentle-  
man giving up housekeeping, I will remove  
to my new premises, Langley street, oppo-  
site Law Courts, and sell the whole of his  
**Well-Kept Furniture,**  
Particulars later  
ON  
**TUESDAY, OCTOBER 3rd,**  
AT 2 P. M.  
I will sell in my salerooms, on account of  
whom it may concern, the contents of a  
**WELL FURNISHED COTTAGE.**  
only in use a few months. Particulars  
later.  
Other sales will be announced in due  
course. I can confidently ask clients to  
wait for these sales. The furnishings to  
be sold are of an exceedingly desirable  
character, and well worth the at-  
tention of all furnishing for the first time.  
of those furnishing for the first time.  
**HERBERT CUTHBERT,**  
Leading Auctioneer.

**Come Along Everybody**  
—WITH YOUR—  
FREIGHT FOR DAWSON  
We are open to receive freight for Dawson and way ports. We have carried most  
of the freight to Dawson this year, and without any accidents. We will ship freight  
from Lake Bennett until October 15th, and possibly later. We get the goods through  
and in good shape. Call and see us before booking elsewhere. It will pay you. All  
sizes of scows, barges and boats for sale at our Lake Bennett Mills.  
**The Victoria-Yukon Trading Co., Ltd.**  
Head Office: 34 Broad Street. Mills At: Lake Bennett. Stores, Etc.: At Dawson.  
**Repsold Select Vintage.**  
**Creme de Sauternes, - Qts. and Pts.**  
Sauternes - - - Qts. and Pts.  
Burgundy - - - Qts. and Pts.  
Riesling - - - Qts. and Pts.  
Zinfandel - - - Qts. and Pts.  
**R. P. Rihet & Co., Ltd. NOW IN STOCK.**

**JUST ARRIVED!**  
**20,000 feet Plate Glass,**  
**11 Boxes Fancy Glass.**  
**20 Boxes Rolled Skylight Glass**  
All at rock-bottom prices to the trade.  
**J. W. MELLOR, - 76-78 FORT STREET**  
**HOUE'S**  
**STRAIGHT CUT CIGARETTES**  
MANUFACTURED BY  
**B. Houde & Co., Quebec.**  
**Are Better Than The Best.**  
Wholesale at B.C. Jobbing Co., 31 Store St. Victoria

**Mining Shares**  
**FOR SALE**  
(Subject to confirmation.)  
5,000 NOBLE FIVE.....20  
5,000 VAN ANDA.....8 1/2  
5,000 VAN ANDA.....9 1/2  
1,000 FONTENOY.....15 1/2  
3,000 FONTENOY.....17  
Call at our office for other quotations.

**A. W. MORE & Co.,**  
**Stock Brokers**  
**86 Government Street.**

**Turkish**  
**Rugs**  
Mr. L. Babayan, who has returned from  
San Francisco, will sell by private sale his  
valuable collection of  
**Turkish and Persian Rugs,**  
**Carpets, Embroideries, Etc.**  
The goods are now on view at the store  
corner Yates and Douglas streets (Jewell  
block), and they will be sold at very moder-  
ate prices only until the end of this week,  
as Mr. Babayan is leaving Victoria for the  
East.  
**FLOUR**  
**\$1.00 per Sack.**  
GUARANTEED GOOD.  
**SYLVESTER FEED CO., LD.**  
Telephone 413. City Market.

**Wm. T. Hardaker, Auctioneer**  
Has for sale by private treaty at a great  
bargain  
**BELL ORGAN.**  
A good instrument in first class condition.  
**Surgical Chair and Instruments**  
Together or separate. No reasonable offer  
will be refused. Can be seen at Auction  
Rooms, 77, 79 and 81 Douglas street.  
**ASSISTANT FOR OGILVIE.**  
Another Fat Billet in Yukon for Some  
Manitoba Man.  
Toronto, Sept. 20.—(Special)—The  
Globe's special says: "It has been decid-  
ed by the government to appoint an as-  
sistant commissioner in Yukon territorial  
district, whose duties shall be in the  
line of assisting Mr. Ogilvie, the com-  
missioner, mainly in respect to internal  
affairs of administration. While Mr. Ogil-  
vie gets a salary of \$6,000 and mak-  
ing, his assistant, who most probably  
will be a Manitoba man, will have a salary  
of \$4,000 per annum."

**BANK ROBBED BY DAYLIGHT.**  
Cashier Fatally Shot, and Private Cit-  
izen Wounded by the Desperado.  
Chicago, Sept. 20.—The Bank of Pala-  
tin, Ill., 20 miles from this city, was  
entered by a burglar this afternoon. F.  
J. Eldert, the cashier, resisted, and was  
shot in the head. He will die.  
After firing at Eldert, the robber rushed  
from the bank. He was met by H.  
H. Flagg, a citizen, who attempted to  
capture the robber single-handed. Flagg  
was shot in the head, but threw his op-  
ponent to the ground, and only gave up  
the fight when he was hammered into in-  
sensitivity with the butt of the robber's  
pistol. A posse chased and captured the  
robber. He was placed in jail under a  
strong guard.  
**HARD ON THE BLACKS.**  
Must Have Yellow Fever Before They  
Will Be Admitted Into Cuba.  
Kingston, Jan., Sept. 20.—As a sequel  
to the recent difficulty of the steamer  
Adula in regard to landing immigrants  
at Santiago de Cuba, comes the official  
promulgation here of a regulation re-  
quiring colored men from Jamaica desir-  
ing to land in Cuba to produce certi-  
ficates showing that they have had yel-  
low fever. This practically amounts to  
their exclusion, and is causing consid-  
erable excitement, because yellow fever  
among the blacks is unknown here.

**HEART'S TRUMPS.**  
London, Sept. 20.—Mr. Charles Froh-  
man has purchased the American rights  
of the new Drury Lane drama, "Hearts  
are Trumps."

**Thousands**  
**In Flight.**  
**Johannesburg Being Depopu-  
lated in Belief That War**  
**Is Imminent.**  
**Merchants Erect Barricades Be-  
fore Shop Windows—Burg-  
lers Form Laagers.**  
**Kruger Beseeches the Queen**  
**to Call Off the British**  
**Bulldog.**

By Associated Press.  
London, Sept. 20.—Despite all outward  
show of calm, Great Britain is practi-  
cally in the same position as was the  
United States a few weeks before the  
opening of the war with Spain. Be-  
neath the crust of diplomatic reserve the  
military officials are working night and  
day, preparing for the beginning of hos-  
tilities, whether it comes or not. Eng-  
land is not to be caught napping any  
more than the Transvaal. While Lord  
Salisbury is quiet at home at Hatfield  
House, Mr. Chamberlain is buried in  
work at the colonial office, and forces at  
the royal arsenals and dockyards are  
straining every nerve to equip and  
transport troops to the Cape.  
It may be set down for certain that  
Great Britain will do nothing to precipi-  
tate matters, and the colonial office is  
far from admitting that the case is hope-  
less.  
The report that Great Britain has de-  
manded the disarmament of the forts at  
Johannesburg, together with a mater-  
ial reduction in the armament of the  
burghers, the colonial office to-day would  
neither confirm nor deny, although it is  
much doubted.  
Meanwhile the Marquis of Lansdowne,  
secretary of state for war, who returned  
this morning from Dublin, has held long  
conferences with General Lord Garnet  
Wolsley, field marshal, and General Sir  
Evelyn Wood, adjutant-general to the  
forces, and the activity at headquarters  
is reflected in the contract, supply and  
transport departments.  
The departure of the British transport  
Jelunga for the Mediterranean to-day  
with 1,100 troops was witnessed by a  
large and enthusiastic crowd. At Wool-  
wich activity increases daily, and espe-  
cially in the ordnance department, where  
Maxim guns, lyddite shells, balloon  
equipments, gas reservoirs, wagons for  
lime-light apparatus, water-carts, am-  
bulances, army wagons, and other para-  
phernalia of modern warfare are being  
hurried forward.  
While rumors of re-assembling of parlia-  
ment are current, the fact is recalled that  
in the Afghan war in 1878 England  
declared war first and then assembled  
parliament.  
This evening the Marquis of Lans-  
downe issued strict orders to the staff of  
the war office, warning all subordinates  
to refrain from giving the press any in-  
formation without authority of their  
superiors, and calling attention to pre-  
vious breaches of duty in this respect,  
which the order says "will be no longer  
tolerated."

**Thinks War Inevitable.**  
Advices from Capetown this evening  
are to the effect that the Afrikaners  
declare Transvaal will not recede fur-  
ther, and that if the imperial govern-  
ment does not recede from its present  
position war is inevitable.  
The South African News supports the  
contention of the Transvaal that the  
convention of 1884 abolished the suzer-  
ainty.  
According to other advices the burgh-  
ers are rapidly going into laager, while  
the exodus from Johannesburg yesterday  
reached 1,000. The stock exchange at  
Johannesburg has resolved to close the  
moment martial law is proclaimed, but  
all current contracts will be carried out  
until the proclamation suspends all  
business. In the meantime the mer-  
chants are erecting barricades in front  
of their shop windows.  
At Pretoria the interest seems to be  
centered in the meeting of the Orange  
Free State volksraad to-morrow (Thurs-  
day), which it is hoped may somehow  
suggest a modus vivendi that would  
save the situation.  
On the other hand advices from Bloem-  
fontein announce the arrival there of a  
large number of members of the raad,  
adding that the result of to-morrow's sit-  
ting is already agreed upon, and that the  
Orange Free State will throw in its lot  
with the Transvaal, all the burghers  
being fully armed and ready to start at  
a moment's notice.  
A special from Johannesburg says that  
450 persons left by one train to-day.  
**Harcourt Sees No Cause.**  
Sir William Vernon Harcourt, for-  
merly leader of the Liberal opposition in  
the House of Commons, in the course of  
an address to his constituents this even-  
ing, said he could not read the persistent  
attempts of the war press to aggravate  
the Transvaal without indignation and  
reprobation. "Great Britain," he said,  
"cannot claim general suzerainty in the  
Transvaal when she has only partial  
suzerainty, and Kruger cannot claim for  
the Transvaal the position of an inter-  
national sovereign state. Both sides,  
therefore, have made allegations which  
cannot be maintained by either." Sir  
William declared that there was no  
casus belli, and expressed the hope that  
a shameful catastrophe might be averted.  
**Kruger Appeals to Queen.**  
The Capetown correspondent of the  
Daily Mail says: "President Kruger has  
cabled a strong personal appeal to the  
Queen, beseeching her to intervene to  
prevent bloodshed. It is about a column  
in length, and is intended to 'scare' the  
conscience of the 'unco guild' when  
published."  
According to the Capetown correspond-  
ent of the Daily News, President Kruger  
(Continued on Page Three.)

**NOTES FROM THE CAPITAL.**  
**Factory Promised for Tariff Concession**  
—Brawling Aldermen—Clever  
Actuaries.  
From Our Own Correspondent.  
Ottawa, Sept. 20.—The National Cash  
Register Company, of Dayton, Ohio, are  
seeking a tariff concession to enable them  
to start a branch factory in the Do-  
minion.  
Lady Minto goes to England the first  
week in October.  
Two Ottawa aldermen came to blows  
last night in a city hotel.  
Out of thirty candidates from all parts  
of the Empire, who wrote at the last  
examination of the institute of actuaries,  
the three highest were Canadians from  
Toronto University.  
Gilbert Parker, the well-known litter-  
ateur, will spend several weeks in Can-  
ada this fall.

**CHEAP AND NASTY**  
**IMMIGRATION.**  
**Trades and Labor Council Pro-  
tests the Galicians and**  
**Doukhobors.**

Special to the Colonist.  
Montreal, Sept. 20.—The Dominion  
Trade and Labor Council, in annual  
meeting here to-day, came out flat-footed  
against the assistance to cheap immigra-  
tion by the Dominion, or any other gov-  
ernment.  
The council passed strong resolutions  
against bringing Galicians and Doukhob-  
ors into the country, on the ground  
that these people tend to reduce wages  
by providing cheap labor, and that they  
tend also to lower the standard of life  
in the community.  
It was decided to call upon all gov-  
ernments to use the union label on  
their printing.  
**PONTON'S NEW TRIAL.**  
Confirmed Gaoi Bird Tells of Clerk's  
Alleged Share in the Bank  
Robbery.  
Cobourg, Sept. 20.—(Special)—The chief  
witness at this morning's session of the  
Ponton trial was the prisoner Holden,  
who told the story of his first advent in  
the affair, which was due to Roach; of  
the unsuccessful attempts, aided by in-  
formation received from Ponton, made  
by Whale, Mackie, Roach and witness  
to rob the bank; of the introduction of  
Pare into the affair, and finally of the  
robbery, the division of the money in  
Ponton's room, and the burying of \$5,000  
(Ponton's share) along the railway track.  
The prosecution produced a large roll  
of Dominion Bank bills, which Holden  
identified as being of the same kind as  
those given Ponton. "The bills, which  
have come into the bank in the ordinary  
course of business, are stained with rust  
and very mouldy, and the contention of  
the prosecution is that they were a por-  
tion of the bills buried. Mr. Porter  
submitted Holden to a severe cross-ex-  
amination, making him admit that he  
began his career of crime 27 years ago,  
and has been sent to prison for terms  
aggregating 17 years.

**HUGHES TO THE FORE.**  
Calls For Volunteers For Canadian  
Battalion For South Africa.  
Toronto, Sept. 20.—(Special)—Lieut-  
Col. Sam Hughes, M. P., has addressed  
a letter to the press, inviting those who  
would care to enrol men and serve with  
him in the Imperial forces in South  
Africa to communicate with him.  
**FORGERY CHARGED.**  
Montreal, Sept. 20.—Wilfred Baril,  
cash and door manufacturer, who re-  
cently assigned his business for the bene-  
fit of his creditors, is under arrest,  
charged with forging two checks on the  
Quebec Bank. Bail has been refused.  
**COLLISION IN CANAL.**  
Liverpool, Sept. 20.—The steamer Isis,  
Captain Thompson, which arrived here  
on Monday from New York, while pro-  
ceeding up the ship canal to Manchester  
was in collision with the Manchester  
steamer Trafford, and considerably dam-  
aged her port bow. The damage to the  
latter vessel is not reported.

**My friend, look here! You know how**  
**weak and nervous your wife is, and you**  
**know that Carter's Iron Pills will re-**  
**lieve her; now, why not be fair about**  
**it and buy her a box?**

**NEW LIGHT and**  
**BETWEEN THE ACTS**  
**ALL TOBACCO CIGARETTES**  
**10c.—PER PACKET OF TEN—10c.**  
**Harry L. Salmon,**  
**VICTORIA, B.C.**  
**"THE CORNER"**

**Dreyfus to**  
**Agitate.**  
**Declares That He Will Continue**  
**to Seek Reparation for**  
**Judicial Error.**  
**Departure From Rennes So Ar-**  
**ranged That He Passed Un-**  
**observed on Train.**  
**Old Official Dismissed for His**  
**Part in Case—A Signifi-**  
**cant Promotion.**

By Associated Press.  
Paris, Sept. 20.—The Aurore will to-  
morrow publish the following declaration  
from former Captain Dreyfus:  
"The government of the republic has  
given me my liberty. But liberty is  
nothing to me without honor. From to-  
day I shall continue to seek reparation  
for the frightful judicial error of which  
I remain the victim. I wish France to  
know by a definite judgment that I am  
innocent. My heart will only be at rest  
when there remains not a single French-  
man who imputes to me that abominable  
crime perpetrated by another."  
"ALFRED DREYFUS."  
Nantes, Sept. 20.—Dreyfus arrived  
here this morning from Rennes, accom-  
panied by his brother, M. Mathieu Drey-  
fus, the chief of police, M. Vigour, and  
one policeman. The party travelled as  
ordinary passengers. The train reached  
this station at 9:23 a.m. The Dreyfus  
brothers alighted on the platform, fol-  
lowed by M. Vigour, who enquired if  
they could have a private room. A  
waiter replying in the affirmative, the  
brothers entered a room and ordered  
two glasses of milk, while Vigour and  
the policeman remained in the public bar.  
Enquiry was then made concerning the  
Bordeaux express train, which they  
were informed left at 8:58 a.m. All  
four then entered first-class compart-  
ments, in which there were already  
other passengers. It was intended by  
thus refraining from any attempt to  
secure privacy to avoid exciting curiosi-  
ty, and this apparently succeeded.  
Vigour and the policeman only went as  
far as the first stop, Vertou, whence they  
returned to Nantes to catch the 12:13  
p.m. express for Paris.

Paris, Sept. 20.—Menard, clerk of the  
court of cassation, has been dismissed,  
after 31 years of service, for giving M.  
Quesnay de Beaurepaire, formerly chief  
of the civil section of that court, infor-  
mation hurtful to Dreyfus, which fact  
transpired during the revision inquiry.  
Major Hartmann, of the artillery, who  
gave testimony favorable to Dreyfus at  
the Rennes court-martial, has been pro-  
moted to be assistant manager of the  
army gun factory at Puteaux.  
London, Sept. 20.—The Paris corres-  
pondent of the Daily Telegraph says:  
"Dreyfus is so ill that he can live only  
a few months. The government has  
promised to watch over and protect him,  
and has recommended that he live in the  
Riviera. It is not unlikely that he will  
accept the villa offered to him during the  
trial by the Prince of Monte Carlo."  
The Times publishes the following des-  
patch from Liverpool: "A quantity of  
luggage has arrived here from Havre  
and Folkestone, addressed to Mme.  
Dreyfus, and rooms have also been taken  
at a local hotel. The luggage is marked  
for New York, and it is supposed that  
Dreyfus is going to America."

**VENEZUELAN REVOLUTION.**  
**Decisive Conflict Likely to Occur at**  
**Any Moment—Rebels Stronger**  
**Than Expected.**  
Washington, Sept. 20.—The officials  
here are expecting decisive results in the  
Venezuelan conflict at any moment, as  
the government and revolutionary forces  
are close together.  
Porto Cabello, which was reported  
taken by 1,000 insurgents and then  
evacuated, is only three hours from Vene-  
cia, one of the principal cities, and the  
latter is only seven hours from Caracas,  
the capital.  
Gen. Castro, the rebel leader, appar-  
ently has developed unexpected force, as  
the operations of the last few days  
have shown that he has a large and  
well disciplined army.  
It is said that the British-Venezuelan  
arbitration decision, which is likely to  
be announced at Paris within the next  
ten days, will not be affected by any  
political changes which may occur in  
Venezuela, as the decision would be  
binding on any government, present or  
future, that may be in existence when  
the award is made.



# Ferry Project by Citizens' Committee.

## A Scheme for Connecting Victoria With Three Transcontinental Railway Lines, and Fraser Farming Lands.

### City, Province, and Rural Municipalities Asked to Join in Providing Steamer and Rail to Chilliwack Via Sidney and Point Roberts.

#### Victoria Would Fortify Her Position as Base of Supplies and Would Save a Dollar on Every Ton of Farm Produce Carried.

The committee appointed some time ago to report upon the feasibility of what is known as the Point Roberts scheme for giving Victoria railway ferry connection with the Provincial Mainland, presented the result of their investigations to a public meeting over which Vice-President McQuade of the board of trade acted as chairman, in the board of trade rooms last evening.

The meeting did not enter into discussion of the propositions involved, nor of the contents of the report from the committee, preferring to adopt the document in its entirety, together with the contained suggestion for a public meeting, at which the opinion of the electorate may be roughly gauged.

The report, with the expert report of Mr. H. P. Bell, C. E., on which the conclusions of the committee to a great extent were based, follows in extenso:

#### THE COMMITTEE'S REPORT.

Victoria, B. C., Sept. 20, 1899.

Mr. Chairman and Gentlemen:

We, your committee appointed at a meeting held at the board of trade rooms on May 17 last, to enquire into the proposal of connecting the city of Victoria with the transcontinental railways, and to build a railway from Point Roberts to Chilliwack, and to suggest the best plan to adopt to secure this desirable railway connection, beg to report as follows:

At our first meeting it was deemed advisable to have a preliminary exploratory survey, to ascertain the feasibility of the project and the most practical way to construct the railway mentioned. A petition was sent in to the city council, asking for a grant to cover the expense. The sum of \$250 was granted and placed to the credit of the committee by the city council.

We thereupon engaged the services of Mr. H. P. Bell, C. E., to go over the ground and make a report. Mr. Bell's report is attached hereto.

You will notice that Mr. Bell recommends that the Victoria & Sidney railway be continued into the centre of the city, and extended to the most convenient harbor north of Sidney. The sum of \$150,000 mentioned in the estimate for this work is, in the opinion of your committee, ample.

From there it is proposed to operate two steam ferry boats—one fast for the rapid conveyance of passengers, mails and express matter, the other to be fitted to take loaded cars on her deck; this latter does not need to be as fast as a steamer as the former, and consequently the cost will not be great; the sum of \$200,000 allowed for these boats will be more than sufficient.

As regards the suggested change by Mr. Bell for a starting point on the Mainland, your committee think that further examination into the question might lead to a different conclusion. Your committee incline to a line which would avoid a branch line into Ladner, and to a scheme with as little waterway as possible.

Following Mr. Bell's suggestions, the line starts at a point on Boundary Bay and follows the course of the Nicomekl river for 12 miles, making a junction with the Great Northern railway (coming from the south and east) at a point about six miles from White Rock. A branch line is suggested from the main line into Ladner, a distance of about 12 miles.

A junction is formed with the Canadian Pacific railway and the Seattle & International railway at a point on the main line about 20 miles east of White Rock.

The Northern Pacific has a terminal at Sumas City, which is only two miles distant from the 35-mile point on the proposed route.

After leaving the 35-mile point the proposed route passes the south end of Sumas lake, and from there runs through the Chilliwack valley.

It will be seen from the above outline of the proposed route the great advantages which would accrue to the city from the transcontinental connections made thereby.

First—The Great Northern railway with its tributary roads and its facilities for sending cars into the Kootenays, is made available to the city of Victoria.

Second—The Canadian Pacific railway, with its magnificent railway system throughout Canada, is also made available, and can be utilized by the city of the city of Victoria to its advantage than at present. The Northern Pacific has always been interested in Victoria's and this committee feels that complete and satisfactory connection with this road will immation of the province.

Third—That if all the traffic destined to be carried from its proposed route, from Ladner, would be constructed, it would be a complete and satisfactory connection with the city of Victoria.

Fourth—That the committee feel that this is Victoria's opportunity to overcome the disadvantages due to incomplete transportation facilities. With the proposed railway completed Victoria will continue to hold the premier position in the province.

To accomplish this it is incumbent on each and every citizen to act as a unit and to consider no personal effort or sacrifice too great to effect the fulfillment of the project.

All of which is respectfully submitted.

C. E. RENOUE, Esq., Victoria, B. C.

THE ENGINEER'S REPORT.

C. E. RENOUE, Esq., Victoria, B. C.

Dear Sir: The present proposed route begins at Boundary Bay and follows up the course of the Nicomekl river (which is in fact the valley of the Fraser river) for a distance of 12 miles. At 2 1/2 miles from the mouth of the river, a junction is made with the line going west to Ladner's Landing on the Fraser river, a distance of 12 miles in length. At 5 1/2 miles from the mouth of the river, a junction is made with the Great Northern at a point 16 miles from New Westminster. These 2 1/2 miles of the branch and main line pass through a fertile and highly-farmed district producing large quantities of farm produce of all kinds.

When I passed by there this year the crops of all kinds were as promising as could well be desired. Owing to the fact that a bench which projects into the valley of the Fraser river (and is shown upon the plan herewith) maintains a general elevation of 400 feet above sea level from the seventh to the thirtieth mile, a distance of 23 miles in the Fraser valley, and borders the river for a distance of about 4 miles, it is necessary that a road touching the water at the twenty-third mile, and skirting the water front of the bench, before described, for a distance of 4 miles. There is no rock throughout this section, and as the water slope of the bench is at intervals relieved by broken lower flats, the side-hill work required would be reduced to some extent, by the occurrence of these lower flats.

After passing the salient projection of this bench on the river front there occurs a rock side-hill on the river front, beginning at a point about opposite the fourth mile of the line, and continuing thence up-stream for a distance of about 2 1/2 miles. At the twenty-ninth mile, therefore, the line turns to the right, and follows the valley of the river, avoiding the side-hill, and follows up the same valley as the Seattle & International Railway, forming junction therewith near the thirtieth mile, and thence following the lead of the same valley to the side-hill upon the southeast side of the Sumas lake at the forty-second mile. There are valuable flat lands in this section, which could be reclaimed, and of which the estimate of cost is herewith attached. After passing the mountain side-hill abutting on Sumas lake the line passes through a flat and fertile district into the highly-cultivated district of Chilliwack, where there may be seen crops and orchards that would compare well with those of any portion of British Columbia or the States further south.

Throughout the whole of the Chilliwack district the valley of the river is of the same flat and fertile character as far as the end of the line, near Poplar, on the Fraser river, about the sixty-fourth mile of the line, where another high bench abuts on the river at the terminus of the proposed line, being a distance of 12 miles in length. No one could entertain any doubt after examining the present condition of the lands upon the whole length of the proposed route that the building of the road would bring under cultivation all the portion that is not at present reclaimed land, even if the present dykes had to be extended for that purpose. So soon as the government dykes are completed, the Chilliwack district is completely reclaimed, and which I understand will cost over \$100,000 a stimulus will be given to farming in that district that could not fail to favorably affect the prospects of any transportation route throughout the district. Immediately north of the seventh mile upon the Fraser river, and upon the north side of it, there are 20,000 acres of reclaimed land under cultivation, and Delta reclaimed lands, 28,000 acres that extend for 21 miles along the Fraser river from Ladner, up-stream.

North of the twenty-seventh to the thirty-seventh mile there are 14,000 acres of reclaimed lands under cultivation on the south side of the river, and in the Chilliwack district there are 20,000 acres of reclaimed land. It would be quite possible to reclaim 20,000 acres more in the Sumas Lake district, making a total of 87,000 acres of the most fertile lands in the province in a climate that has no disabilities for farming purposes.

It can hardly be doubted that this district affords an opportunity for a paying railway as much as at the present time, especially if we are supplied with railroad communication to the Coast cities, especially Victoria, which farmers consider the most desirable market.

The proposed protection works for Chilliwack are separate from the proposed dyking scheme at Sumas, which latter scheme comprises 31,240 acres of land, and would cost \$1,500,000. The proposed works for the dyking as soon as dyked, the land cannot be excelled for agricultural purposes, and would yield and average of one and one-half tons of grain, making 22,230 tons at \$20 per ton \$444,600. The estimated cost of the reclamation scheme is \$200,000.

Annual productions of the municipality of Chilliwack:

275 tons fruit at \$40.....\$11,000

6,557 tons hay at \$8.50.....55,939

4,700 tons grain at \$24.....112,800

150 tons butter at \$400.....60,000

305 tons beef at \$20.....6,100

224 tons beef at \$70.....15,680

3,923 tons vegetables at \$10.....39,230

50 tons hops at \$300.....15,000

15,604.....\$322,604

The whole assessed area of the municipality of Chilliwack, 45,000 acres, produces a little over \$7 per acre at the present time, and will move likely increase to produce annually about one million dollars' worth of produce within the next few years.

The actual production in tons as given above was given by the clerk of the municipality.

Recapitulation.

Delta.....Tons, 19,200

Surrey.....5,000

Langley.....2,600

Chilliwack.....16,000

Total.....43,400

Tons of produce now raised annually in the districts through which this railway proposes to pass and which in a few years after railway construction would exceed 100,000 tons.

Sumas Reclamation Works

Addenda bearing upon the reclamation

of lands in the Sumas district—Estimate of the cost of the proposed works:

Sumas river dam.....\$11,234 43

Sumas river boom.....1,052 28

Sumas river, tunnel ap-.....29,874 70

Sumas river, tunnel.....12,900 00

Sumas river, gates.....3,000 00

Sumas dyke.....46,808 80

Fraser dyke.....30,413 13

Atcheltz dyke.....17,718 83

Division of Vedder creek.....58,457 33

Protection of Luck-a-Kuck river.....20,175 00

Pumps and engines.....39,600 00

Additional 10 per cent. for contingencies.....27,123 46

Engineering, omissions, etc.....1,641 95

Total cost.....\$300,000 00

(Signed) KEFFER & SMITH, Civil Engineers.

Take next the Matsqui district of 11,000 acres of dyked lands, and by a party of reclamation its production may safely be taken as \$220,000 for crops, and \$20,000 more for the sale of beef, hogs, etc., or \$240,000 altogether.

Annual Production.

The present annual production of the whole district from Ladner to Chilliwack on the Fraser may safely be taken as under:

From the Delta municipality.....\$ 620,000

From the Matsqui district.....20,000

From the Chilliwack district.....323,000

Total present annual production.....\$1,183,000

Adding now the probable production to be got by the Sumas reclamation, we should have in addition to the above 31,240 acres, which should produce about 50 per cent. more than the Chilliwack district, the dyked area being nearly one and one-half times as much, or in addition, say, \$184,000.

Add further for the stimulus given to production, and the sale of products, during and two years after completion of the railway and reclamation works, say \$223,000, add the result is an annual value of say, \$2,000,000.

The foregoing statement, based on the actual producing capacity of the district referred to, I consider to be moderate, and quite capable of realization within a very short period of time after the conclusion of the works referred to.

H. P. BELL.

A PUBLIC MEETING.

These documents having been read, the adoption was moved by Mr. J. Stewart Yates, seconded by Mr. J. Stewart Yates.

No objection was offered to the motions, and after Mr. Bell and Mr. C. E. Renouf had very briefly elaborated the substance of the report with the aid of the convenient wall map, the adoption was unanimously agreed to.

The only point taken during the course of the verbal explanation of the project was raised by Mr. W. Morris as to whether the operation of the railway would not interfere prejudicially with the salmon trade of Point Roberts, in which considerable money had been invested.

It was the opinion of several that these traps could not legally exist beyond three miles from the shore, and in any event the present was held to be an opportunity time at which to debate this small side feature of the general question.

The public meeting commencing itself at all present as most desirable, Mr. Wardrop the Mayor will be asked to convene it, Wednesday evening being suggested as a suitable date.

Mr. Bell thought that some expression of opinion might be had before the last evening's meeting dispersed, but the suggestion was not pressed on being suggested by Mr. A. L. Belyea, who maintained that the public meeting would be ample time for such procedure—no one yet having had opportunity to intelligently consider the voluminous report.

Yesterday evening's meeting was attended by the following: P. B. Pemberton, C. A. Holland, H. M. Graham, W. Morris, P. Belyea, A. Stewart, A. St. G. Platt, V. Walker, T. W. Patterson, C. E. Renouf, L. G. McQuade, W. H. Bone, N. Shakespeare, Ald. P. C. MacGregor, Ald. J. E. Beckwith, J. S. Yates, Geo. Powell, M. Leisner, M. Young, H. Young, L. Young, A. J. Dallin, R. Seabrook, T. S. Purcher, T. Shottolt, A. Wilson, Ald. Blyden, W. J. Hanna, Ald. W. Humphrey, Ald. A. Stewart, A. J. Belyea, H. P. Bell, C. E. Renouf, C. E. Clarke, R. L. Drury, Ald. R. T. Williams, Hon. W. J. Macdonald, J. J. Shallock, C. H. Lugin, H. D. Holmeken, M. P. A. E. McPhillips, M. P. A. May, and Rodden, Ald. Hayward and W. A. Ward—the five last mentioned coming in from another meeting just as the motion to adjourn was put and carried.

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Montreal, Sept. 20.—Hon. Sidney Fisher, minister of agriculture, will spend about a month visiting the Canadian West. He will probably leave Ottawa the middle of next week, and will open the exhibition at New Westminster.

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MONUMENTS.

Call and set prices for all kinds of monuments, obelisks, etc., at BRADBURY'S Marble and Granite Works, Pleasant St., one block above City Hall.

LODGES AND SOCIETIES.

SONS OF ENGLAND—Alexandra Lodge A.O.U.W. hall, 2nd and 4th Thursdays 7 to 9 P.M. Secretary.

LOST OR FOUND.

LOST—A gold watch chain in the form of a bucket, ornamental flower top, diamond setting; monogram on one side. Finder will be rewarded on returning to Mrs. F. B. Williams, Balmoral Hotel.

LOST—A black and white sleigh dog, weighs about 75 lbs., long tail, both eyes in black. Finder please return at once to John Mount Baker Hotel, Oak Bay, and collect charges, or thorough search will be made.

SPECIAL - EXHIBITION.

Paintings and Sketches.

By Distinguished Artists.

Summers Art Gallery, 50 Govt St.

San Francisco, Cal.

Authorized Capital.....\$5,000,000 00

Assessd March 31, 1899.....3,712,822 00

Capital paid in.....1,000,000 00

Reserves sums from \$100 to \$10,000. Interest 6 per cent. per annum, payable semi-annually.

SWINERTON & ODDY, Agents.

100 Government Street, Victoria, B. C.

THE REATY SINDICATE

SAN FRANCISCO, CAL.

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# Hickman Tye Hardware Co.,

Importers of...  
Iron, Steel, Hardware, Pipe Fittings, Cutlery,  
Garden Tools, Lawn Mowers and Rubber Hose.

MINING and MILLING SUPPLIES A SPECIALTY.

32 and 34 Yates Street, Victoria, B. C., Tel. 59.

P. O. DRAWER 613.

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## IT WILL STAND

The severest possible test, even the X Rays could not find a worthless leaf in

# "SALADA"

CEYLON TEA.  
IT'S SO PURE.

Load Packets Only 40c, 50c, 60c. All Grocers

## Seeking Homes For Welshmen

Welsh Emigration Commissioners Here to Interview the Provincial Government.

A Few Names From Yesterday's Registers at the Leading Hotels.

## LOCAL NEWS.

Meet To-morrow. A meeting of the council of the British Columbia Board of Trade has been called for to-morrow afternoon. General business will be considered.

The Savoy Show.—Comedy is a main ingredient in the Savoy show this week, there being a larger list of fun-makers on the bill this week than at any previous period in the history of the house. The music, too, both orchestral and vocal, is well up to the standard.

Spanish Show.—The annual exhibition of the North and South Spanish Agricultural Society will be held this year on October 20 and 21. The officers are: President, W. Thomson; vice-president, W. Le Poer Trench; J. P. secretary, Fred. Turgoose; treasurer, Geo. Sangster; and committee, Messrs. J. J. Downey, J. Shuggett, G. Simpson, W. Greig, J. T. Harrison, J. Shepherd, and B. W. Harrison.

The Phantom Ship.—Captain Johnson, of the schooner Signa, reports at Seattle having seen a large three-masted vessel ashore near Cape Beale, which straightway claims recognition as the phantom ship. But the chances are that it will prove to be the same old wreck of the Vesta that passing vessels have listed upon reporting ever since it was built, or two or more years ago, while lumber-carrying from California.

"Love and Law."—This is the unique title of the clever melodrama which the Sam T. Shaw company presented to a large and thoroughly appreciative house at the Victoria yesterday evening, their patronage continually increasing as the public became acquainted with their excellence. Last night's bill, written in Milton Noble's best style, developed all the dramatic strength of the company, which is very considerable, and left nothing to be desired by the audience. To-night the attraction is "In Mizouri," which will be remembered as one of the very best pieces of Mr. Shaw's repertoire. The orchestration and setting are not to be forgotten in any comment upon the reigning attraction, the telephone solos being especially admirable.

Arrested in Seattle.—Sharon Winston, wanted in Victoria and Seattle to answer to a charge of passing bogus checks, was arrested in Seattle on Monday night. The local police were advised of his arrest, but replied that it was useless to hold him, as far as they were concerned, as the necessary witnesses had left the city. Winston came to Victoria about a year ago, after passing bogus checks in Seattle. The detective here kept a close watch on him, but he succeeded in passing a few small checks on the Seattle Bank of Commerce before leaving for Alaska. The police did not know of it until after his departure, as it was not until the checks had been sent to Seattle that their nature was known. The checks were for \$5 and under, one of the victims being Mr. H. T. Cole, of the Pritchard house. Winston returned to Seattle recently, and was arrested on Monday evening, as stated.

Mrs. Ellis arrived from San Francisco yesterday to join her husband, Capt. Ellis, of the ship Ellwell, which is loading lumber at Chemainus. They are guests at the Victoria.

Alex. Hay and Courtland Knowles, of London, registered at the Driford yesterday. They are on pleasure bent and will go north on Saturday to see that wonderful.

Mrs. Barnes, of San Francisco, daughter of William Adams, ex-M.P. for Carlisle, is at the Dominion. She has been visiting her parents and is now on her way home.

H. J. Schmidt, of Indianapolis, is at the Dominion awaiting the departure of the Warrimou, on which he will sail for San Francisco.

F. W. Sumner, a leading tanner of San Francisco, who has been at the Driford for several days, left for home last evening.

Major Claude Catne, who has been a guest at the Driford since the first of the month, left last evening for Dawson.

Herbert Griffiths and Frank H. Sanborn, of Astoria, are spending a vacation in Victoria and are guests at the Oriental.

W. H. P. Clement, of Dawson, Mrs. Clement, Miss Clement and George T. Clement are guests at the Driford.

Edgar Bloomfield, E. A. Wadhams and W. A. Anderson, of Vancouver, are at the Driford.

George A. Brackett, who built the first White Pass wagon road, is registered at the Driford.

J. F. Gauden, D. Healy and W. G. Thomson, of Vancouver, are at the Victoria.

Thomas Morgan, Inspector of mines, Nanaimo, is at the Oriental.

H. Griev, of the Quamichan hotel, Duncan, is at the Dominion.

## MILAN'S ASSAILANT.

Withdraws in Court His Implication of Radical Leaders.

Belgrade, Sept. 20.—The trial of Gjura Knezevic, the Bosnian who attempted to assassinate former King Milan of Serbia last July, and of the influential radical leaders charged with being accomplices in the attack, developed to-day a sensational incident. Standing before the bench and crucifix, Knezevic formally withdrew the accusations of complicity. He said: "I charged the prisoners with complicity in order to save myself. I swear now that these men are absolutely innocent. I fired on Milan out of personal revenge, because I thought he was the cause of my failing to find employment. I have now freed my soul. It is for the judges to decide."

FOR THE COMPLEXION Garfield  
Ten is unrivalled. Restores to the skin that freshness that belongs to youth. 25 cents. All druggists.

## Thousands In Flight.

(Continued from First Page.)

In his personal appeal to Her Majesty, addressed the monarch as "Dear Queen." A special despatch from Rome says that the Italian government, in reply to Mr. Kruger's request for intervention, has advised him to yield.

Hint to Orange Free State.

Sir Alfred Milner has wired a courteous message to President Steyn, assuring him that the northward march of British troops is not meant as a menace to the Orange Free State, and requesting to be informed regarding the latter's attitude.

Reliable information has been received that a large command of Free State burghers has been concentrated near Boshof, on the Kimberley border. Two hundred burghers were despatched to that point from Bloemfontein during the week past. If the Free State joins the Transvaal the first battle is likely to be fought at Boshof.

The Cape cabinet has decided to prolong the session of the assembly indefinitely, so that it may be sitting when hostilities begin.

Kruger's Sonds Have Run.

Several warlike speeches were made yesterday by members of the House of Commons. Mr. William Hayes Fisher, a junior lord of the treasury, and formerly secretary of Mr. Arthur Balfour, the former secretary of the Conservative interest, in the House of Commons last evening at Kenilworth, said: "The sands have already run through the glass for President Kruger. We must have enough troops in Africa when the ultimatum is presented to insure the achievement of our objects. Then perhaps the Boers will listen to reason, and not enter upon an unequal contest, and invite us to inflict a crushing defeat, and take their cherished country from them."

Mr. George Wyndham, parliamentary under secretary of state for war, and member of parliament for Dover, addressing his constituents last evening, likened himself in official knowledge to a full bottle, but said he must not allow the contents to escape. He proceeded to declare that the duty of the government was plain, and that the ministers would not shirk their responsibilities.

Sir Walter Pease, agent-general for Natal, addressing the Australian mining officials at Earl's Court, London, also referred to the possibility of war. He hoped peace was still possible, but if war came, he prayed that the sword might never be sheathed until Great Britain had gone to the root of the evil which has caused the present difficulty.

Boers Ready for Action.

The Johannesburg correspondent of the Morning Post says: "The Boer preparations are as complete as the government can hope to make them. It is believed that martial law will be proclaimed on Thursday, if no reply has been received from England by that time."

It is understood that the despatching of British troops to South Africa will be regarded as a casus belli. The Boer officers are urging the government to begin hostilities forthwith. It is felt that the Orange Free State can best be forced to action by a successful military demonstration on the part of the Transvaal."

## PERSONAL.

E. J. Palmer, Chemainus, is a guest at the Victoria.

E. V. Bodwell returned last evening from the Mainland.

E. A. Morris came home from Vancouver last evening.

P. Ramsay and P. Green, of Wellington, are guests at the Queen's.

Rev. J. C. Speer spent yesterday in Vancouver, coming home last night.

R. Porter was among the Victorians returning from the Mainland yesterday.

P. J. Wheeler, the Great Northern representative at Vancouver, is a guest at the Driford.

Peter Cook, of the night staff of the Western Union telegraph office, is here to take Mr. Robert Moore's place in the local office during Mr. Moore's absence in the North.

Pneumonia Downs Pugilist.—Peter Jackson, the famous has-been champion, was taken to the Jubilee hospital last evening on the order of his medical attendant, Dr. Frank Hall, for treatment for pneumonia. He has been a very sick man for some time past, since shortly after his advent in British Columbia, and his hippodrome exhibitions with Jeffords, and his condition now is sufficiently serious as to alarm all interested in him.

## Prepare For Winter

And do it at once by placing your orders for weather strips, repairs, alterations or other carpenter work with

J. P. BURGESS,  
10 Broughton Street.

Assay Office, 15 Trounce ave.

Jas. B. Thomson.  
Provincial Certified Assayer.

## MINES AND PROSPECTS

Examined and Reported on by  
D. R. IRVINE, Geologist  
P.O. Box 502, Survey, Scotland,  
Office at Swanton, and 4 years mining  
experience in all parts of the world.

## ATLIN MINES

RELIABLE INFORMATION  
Can be had by applying to  
RANT & JONES  
Notaries Public, Mining Brokers  
and General Agents  
ATLIN, B. C.  
Agents in Victoria: J. F. FOULKES & CO.

## C.P.N. Co., Ltd., Steamers

Will leave Turner, Beeton & Co's wharf for

Dyea Skagway Wrangel

(Carrying Her Majesty's Mails)

as follows, viz.: "DANUBE," Sept. 20th.

"TEES" Sept. 27th.

at 8 o'clock, p. m.

AND FROM VANCOUVER ON FOLLOWING DAYS.

For freight and passage apply at the office of the company, 64 Wharf street, Victoria, B. C. The company reserves the right of changing this time table at any time without notification.

ESQUIMALT NANAIMO RAILWAY CO.



STEAMER

Sails from

Victoria for Nanaimo... Tuesday 7 a.m.

Nanaimo for Comox... Wednesday 7 a.m.

Comox for Nanaimo... Friday 8 a.m.

Nanaimo for Victoria... Saturday 7 a.m.

Calling at way ports as freight and passengers may order.

For freight, tickets and storehouses, apply on board.

GEORGE L. COURTNEY,  
Traffic Manager.

ESQUIMALT & NANAIMO RAILWAY CO.

NOTICE.

The advertised year and conditions for

acquiring the surface rights of mineral

claims having expired on June 1.

PROSPECTORS AND MINERS

can still make arrangements for acquiring

the same by personal or written application

to the Company's Land Office, Victoria.

LEONARD H. SOLLY,  
Land Commissioner.

Victoria, B. C., June, 1898.

Canadian Development Co., Ltd.

H. MAITLAND KERSEY,  
Managing Director.

BENNETT LAKE AND UPPER

YUKON ROUTE

Carrying Canadian and United States

mails and express.

THROUGH TICKETS

AND BILLS OF LADING

From British Columbia and Puget

Sound Ports to

ATLIN,

DAWSON,

and YUKON Points

Goods routed through in bond. Ex-

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Sails for Skagway

Direct every ten days. No stops. No de-

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same as on other steamers. Finest accom-

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Next Sailing:

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Subsequent sailings: September 26th,

October 6th, 16th, 26th, and every ten

days thereafter.

For rates and information apply to

DODWELL & CO., Ltd., General Agents

64 Government St. Phone 580.

DODWELL & CO. Ltd.,—Victoria Route

Steamer "VICTORIAN."

Effective Monday, September 11th, 1899.

NORTH BOUND.

Leave... Tacoma... 8:00 p.m.

Arrive... Seattle... 10:00 a.m.

Leave... Port Townsend... 1:00 a.m.

Arrive... Seattle... 1:30 p.m.

Leave... Port Townsend... 1:30 p.m.

Arrive... Seattle... 4:15 a.m.

SOUTH BOUND.

Leave... Victoria... 8:00 a.m.

Arrive... Port Townsend... 10:45 a.m.

Leave... Port Townsend... 11:00 a.m.

Arrive... Seattle... 1:30 p.m.

Leave... Seattle... 2:15 p.m.

Arrive... Tacoma... 4:15 p.m.

DAILY EXCEPT MONDAY.

For further information apply to

DODWELL & CO., LTD.,

General Agents,

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SS. AUSTRALIA

sails for Honolulu

Wednesday, Sept. 20

at 2 p.m.

S. S. Mariposa

sails via Honolulu

& Auckland for Syd-

ney, Wednesday,

Oct. 4, at 10 p.m.

Line to Coolangub, Australia, and Cape

J. D. SPRICKELS & BROS. CO.,

Agents, San Francisco.

American Schooner "Volunteer"

ROBT. BRISSEMI, Master.

Neither the master nor the undersigned

will be responsible for any debts contracted

by the crew of this vessel without

their written authority.

HUGH LOGAN,

Agent.

## Canadian Pacific Navigation Co. Ltd.

WHARF ST., VICTORIA.

Time Table No. 95—Taking Effect  
September 1, 1899.

Victoria to Vancouver—Daily, ex-  
cept Monday, at 1 a.m.; Sunday  
at 11 p.m. Vancouver to Victoria—  
Daily at 1 o'clock p.m., or on ar-  
rival of C. P. R. No. 1 train.

NEW WESTMINSTER ROUTE.

Leave Victoria for New West-  
minster, Ladner and Lulu Island—Sun-  
day at 11 o'clock p.m.; Wednesday  
at 7 o'clock p.m.; Friday at 7 o'clock.  
Steamer to New Westminster con-  
nects with C. P. R. train No. 2 going  
East Monday. For Pumper Pass—  
Wednesday and Friday at 7 o'clock.  
For Pender and Moresby Islands—  
Friday at 7 o'clock. Leave New  
Westminster for Victoria—Monday  
at 1 o'clock p.m.; Thursday and  
Saturday at 7 o'clock. For Pumper  
Pass—Thursday and Saturday at 7  
o'clock. For Pender and Moresby  
Islands—Thursday at 7 o'clock.

NORTHWEST ROUTE.

Steamships of this company will  
leave for Fort Simpson and inter-  
mediate points, via Vancouver, the  
last and 15th each month, at 8  
o'clock p.m.

ALASKA ROUTE.

Steamships of this company will  
leave every Tuesday for Wrangel,  
Dyea and Skagway at 8 p.m.

BARCLAY SOUND ROUTE.

Str. Willapa leaves Victoria for  
Alberni and Sound ports, on the 1st  
7th, 14th and 20th of each month,  
extending latter trips to Quatsino  
and Cape Scott.

The company reserves the right  
of changing this time table at any  
time without notification.

G. A. CAULETON,  
General Freight Agent.

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Canadian Pacific

Railway.

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Tuesday, Thursday and Saturday

connect at Port William with the

pulling lake steamers "Manitoba,"

"Alberta" and "Athabasca" across

the Great Lakes.

For full particulars as to time,

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## The Colonist.

THURSDAY, SEPTEMBER 21, 1899.

Published by  
The Colonist Printing & Publishing Co.,  
Limited Liability.  
No. 27 Broad Street Victoria, B.C.  
W. H. ELLIS, Manager.

## Pictures...

-OF-

Victoria and  
Vicinity.

Six Beautiful Photo Chromos Equal  
to Water Colors.

Everyone visiting Victoria should  
Procure a Copy

Price - - 15 Cents.

Of All Newsdealers and at the  
Office of Publication.

Do not forget the importance of regis-  
tering as a voter at the earliest possible  
day. Forms of application can be had  
at:

The office of the Collector of Votes in  
the Court House.

Messrs. Drake, Jackson & Helmcken's.  
Messrs. McPhillips, Wootton & Barn-  
ard's.

Messrs. Hall & Goepel's.  
Mr. H. B. Robertson.

The Colonist.  
The Globe.

Henry Callow, Beiton avenue, Victoria  
West.

Register to-day, in case you may  
be called out of town.

An impression prevails among a great  
many people that because their names  
are on the voters' list in use hitherto,  
it is not necessary for them to make a  
fresh application. This is a mistake.  
Only the names of those persons who  
apply for registration will be put on the  
new list. Will every person who reads  
this take the trouble to tell some one  
else, so that everybody may know?

## THE SOUND SERVICE.

The people of Victoria are a long-suf-  
fering lot. News was given out yester-  
day that the Victorian would be off the  
Seattle run for a week. This would not  
be so bad, if it were not that when she  
was on she did not prove the success that  
was promised. The Utopia has taken  
her run, and signalled it by dumping  
her passengers yesterday morning at  
Brackman & Ker's wharf.

How much longer is this state of things  
going to continue? The papers have with-  
held criticism until patience has ceased  
to be a virtue. When early in the season  
complaints were made, the company  
operating the route appealed for time to  
be given them. They said that they would  
furnish good service if they were given  
a chance, and as the sinking of the  
Kingston was an accident that could  
not be foreseen, the request for delay in  
criticism was cheerfully accorded. Most  
people will agree with us that to remain  
silent any longer would be to fail in the  
discharge of a duty to the public, and  
we therefore desire to protest in the plain-  
est possible terms against the present  
outrageous steamer service between this  
city and Seattle. Victoria has lost thou-  
sands of dollars this year because of it,  
besides being put to no end of inconve-  
nience.

Mention also ought to be made of the  
practice of the steamers to stop  
anywhere that appears to suit the fancy  
of their captains. This would not be tol-  
erated anywhere else. The regular  
wharf in the inner harbor is unsightly  
and inconvenient enough in all conscience,  
but Brackman & Ker's wharf was never  
meant for passengers, and it is a public  
outrage to compel them to disembark  
there. We do not like to make com-  
plaints of this kind, but the city suffers  
by the conduct complained of, and at the  
risk of offending some people, we propose  
not to permit the ill-usage of the travel-  
ling public to pass without protest.

## JUDICIAL APPOINTMENTS.

The Quebec Chronicle very properly  
says that in appointments to the Bench  
and the Senate partisan considerations  
ought not to govern. We suppose that it  
is useless to expect the Laurier govern-  
ment to appoint other than Lib-

erals to the Senate for some time  
yet, but there is no question about  
judicial appointments. All things  
being equal, we presume that a  
government will be excused for selecting  
judges out of its own party, but at the  
same time fitness for the position ought  
to be the first requisite insisted upon.  
It can be justly said of Sir John Macdon-  
ald that he disregarded party lines in his  
judicial appointments. A man of very  
loyal feelings towards his friends, and  
as fully convinced as any one of the im-  
portance of keeping the party organiza-  
tion intact, he never permitted political  
consideration to influence him to make  
an improper judicial appointment. We  
regret that the same cannot be said of  
all of his successors.

The emoluments of the judicial office  
are not large in these days of great sal-  
aries and big professional fees. It is  
not always possible to persuade a law-  
yer in a first-class practice to lay it aside  
for a judgeship. This reduces the num-  
ber of available men for appointments  
to the Bench, and consequently renders  
the selection the more difficult. Experi-  
ence is rather in favor of the appoint-  
ment of young men to judgeships, pro-  
vided they are not too young. There have  
been several conspicuous instances in  
Canada where young judges have proved  
great successes on the Bench. If a man  
is of the right stamp, the responsibility  
of the judicial office develops in him the  
qualities most essential for the discharge  
of its obligations.

## MR. SORBY'S REPORT.

There is not much in Mr. T. C. Sor-  
by's report on his mission to Ottawa in  
regard to the harbor, that has not al-  
ready been given to the public substan-  
tially. Mr. Sorby appears to have made  
some progress, and the government have  
now the matter very fully before them,  
so that if nothing is done all along the  
lines advocated by him, the foundation  
has been laid for intelligent considera-  
tion of the improvement of our harbor  
in other ways. There seems to have  
been a good deal of delay attending the  
negotiations with the government, but  
possibly this was largely unavoidable.  
We can imagine that the city's delegate  
would have been in a much stronger po-  
sition if he had been in a position to an-  
swer Sir Louis Davies' question as to  
what Victoria herself had done to im-  
prove the harbor. We commend this  
question, and what we all know must  
be the answer, to the consideration of  
the people of this city. There is no use  
in allowing ourselves to live in a fool's  
paradise in such matters. When the gov-  
ernment has to choose between cities  
which show faith in the justice of their  
claims by expending their own money  
in public works and one that expects to  
receive everything out of the public treas-  
ury, they will choose the former, and  
no one will blame them. It does not  
make the least difference what govern-  
ment is in power, those who help them-  
selves will stand the best chance of re-  
ceiving assistance.

Mr. Sorby seems to have done as  
much as any person in his position could  
do, and although he has not been able to  
bring back a favorable report, his trip  
to Ottawa did some good. It enlighten-  
ed the government in regard to our  
harbor, and it enlightens the people of  
Victoria as to what they may expect in  
future. The money which the trip cost  
was well spent.

## AN INTERESTING PROPOSAL.

Mrs. Clara Fitz Gibbon, who is at  
present visiting Victoria, has been at-  
tracting considerable attention both in  
Great Britain and this country by a  
novel and interesting scheme. Starting  
from the admitted premises that there is  
a surplus of women in Great Britain and  
a shortage of them in Canada, Mrs. Fitz  
Gibbon proposes that the government  
shall establish a sort of training school  
in connection with the Brandon experi-  
mental farm, where young ladies from  
the Mother Country can be instructed in  
those things which are essential if life  
on a farm in Canada is to be a success.  
She says that at the present time there  
are a million and a half of women in  
Great Britain who come under the head  
of "surplus." Many of them have  
small incomes, but not quite enough to  
live on; the majority have to struggle  
for a livelihood as best they can, and  
the conditions are very severe in most  
cases. She thinks that many such  
ladies would be glad to come to Canada  
and learn how to make a living off a  
small piece of ground, by keeping poultry,  
raising small fruits, and other work of  
a similar kind. She also thinks that if  
more young women emigrated to Canada  
the young Englishmen who come out  
would make better use of their means  
and opportunities. She thinks that the  
sisters of young English settlers ought  
in many cases to come out in advance  
and learn what is necessary for house-  
keeping in this country and some of the  
rudimentary elements of farming.

While the scheme of Mrs. Fitz Gibbon  
is novel, and it ought not to be con-  
founded with an enterprise which Miss  
Day, of Agassiz, has taken in hand, the  
fundamental idea of it, namely that  
gentlewomen may learn to make a living  
out of the soil, is not new. The Countess  
of Warwick has inaugurated an agricul-  
tural scheme for women, which has led  
to the establishment of the "Lady War-  
wick Hostel for Students at Reading  
College." The object of this institution  
is to train women for outdoor employ-  
ments and work appurtenant thereto.  
The circular issued by the Countess of  
Warwick mentions as among lines of  
industry for which women should be  
fitted the following: "Gardening, dairi-  
ng, poultry-raising, work in florists'  
establishments, bouquet arranging, table  
decorating, the picking, packing, bottling  
and preserving of fruit, and so on. This

institution is open to gentlewomen, the  
daughters of professional men, who re-  
ceive "thorough and systematic training  
(theoretical and practical) in all the  
lighter branches of agriculture." The  
fees range from £50 to £120 a year, ac-  
cording to the course taken and the ac-  
commodation provided.

Mrs. Fitz Gibbon hopes to interest the  
federal government in her scheme, which  
she estimates will call for a capital out-  
lay the first year of \$15,000. Ultimately  
the institution may become self-sustain-  
ing, but she thinks for a time an annual  
subsidy of \$4,000 would be necessary.  
The principle of the project commends  
itself to our judgment—that is, we would  
think it very desirable if the immigra-  
tion of educated English women into  
Canada could be promoted under circum-  
stances which would be of advantage to  
themselves and to the country. This  
hardly seems possible without some such  
institution as Mrs. Fitz Gibbon proposes.  
We would be glad to see the matter  
taken up by the proper department at  
Ottawa and thoroughly examined. The  
plan has already been favorably com-  
mented upon by the London Times, the  
Marquis of Lorne, Sir William Van  
Horne, Lord Strathcona and other per-  
sons interested in Canadian develop-  
ment.

"Jim" Wardner says the Cape Nome  
gold deposits extend under the sea. Is  
this another black cat ranch story,  
James?

The highest birth rate in Europe is in  
Russia, the lowest in Ireland, and Great  
Britain comes about midway down the  
list. France comes next above Ireland.

J. J. Hill, of the Great Northern, has  
expressed his intention of discussing the  
erection at Spokane of a great smelter  
to handle ores from Washington, Oregon  
and British Columbia.

The Vancouver Board of Trade is  
moving in the matter of the Dawson  
mails, and is asking for an inquiry into  
the cause of their irregularity, as well as  
for a better service in future. Victoria  
should join hands in this good work.

The mint authorities estimate that  
there is nearly a billion dollars in gold  
coin in the United States. We do not  
feel like accepting this estimate, which  
is doubtless excessive. It was shown a  
few years ago that the mint estimates  
were altogether too high, and they have  
never been reduced.

Antonia, the personal organ of the  
President of Brazil, has declared against  
the proposed alliance of all the South  
American republics. It says they fear  
neither the domination of the United  
States nor the intervention of Europe.  
We take leave to doubt if the southern  
republics can keep their continent to  
themselves.

President McKinley is being severely  
called down by Republican papers for the  
lackadaisical way in which the Philip-  
pine campaign has been pushed. They  
tell him that he ought to have closed the  
business up in two months, and that he  
could have done so if he had not so  
greatly underestimated the work to be  
done. We fear his critics are doing a  
great deal of underestimating in their  
turn. The press of the United States  
has something to learn about the con-  
duct of hostilities against a semi-savage  
race, well armed and full of courage,  
backed up by a climate which for sev-  
eral months of the year makes military  
operations impossible.

The Vancouver World refers to a mat-  
ter in connection with the Minister of  
Finance, which is alleged to have oc-  
curred at Fort Collins, Colorado, some  
time ago. The matter is a very serious  
one, and we think the World, in justice  
to itself and the public, as well as to  
Mr. Cotton, ought to publish all it knows  
about it. If, as the World alleges, Mr.  
Cotton was mixed up in a transaction at  
Fort Collins which will not bear the  
light of day, the people of this province  
ought to know it. If the transaction,  
whatever it was, is one that will stand  
investigation without reflecting in any  
way upon Mr. Cotton's reputation, it is  
fair to the province, whose funds are in  
Mr. Cotton's custody, and also to Mr.  
Cotton himself, that this fact should be  
made known. It is said that the whole  
matter has been fully written up in a  
Denver newspaper. Will the News-Ad-  
vertiser tell the public if this is the  
case? Until this has been cleared up,  
and until Mr. Martin's charge of delib-  
erate falsification of the records of the  
Executive Council has either been dis-  
proved or satisfactorily explained, there  
will naturally be a great deal of uneasiness  
that Mr. Cotton should remain in the  
position he now occupies. There is not  
the least room for doubt that very  
serious matters have been publicly stated  
to Mr. Cotton's discredit. They certainly  
call for explanation.

## AN OLD WARSHIP.

Movements of the Ganges, One of the  
First Ships on This Station.

The following from the Army and  
Navy Record concerning H. M. S.  
Ganges will interest many of the old-  
timers, who will remember her during  
the years she was on this station.  
Ganges harbor was named after this old  
warship, and Fulford harbor after her  
commander, Capt. Fulford.

"Now that the training ship Ganges  
has reached Devonport on her way to her  
new home at Harwich, East Anglian  
readers may be interested in knowing  
that this old wooden wall—for she is  
really old—has a displacement of 3,594  
tons, was laid down at Bombay, May,  
1819, was built of teak and was launched  
on the 10th of November, 1821. She  
was not fitted out for sea at Bombay,  
but arrived at Portsmouth in October,  
1822, where she was fitted out as an  
S1-gun ship. She served several com-  
missions abroad, the last from 1857 to  
1861 as flagship in the Pacific. In 1866  
she arrived at Fulmouth, where, except  
for an occasional visit to Devonport, she  
has been ever since."

## Letters to the Editor.

## CLEAN STREETS.

Sir: Your correspondent, T. M. Bray-  
shaw has introduced another question.  
We had better settle the one of "Clean  
Streets," as it concerns the whole city.  
It is not confined to a few backstreets.  
Streets have no job to solicit or wheedle  
to turn, but a laudable desire (which  
should exist in the heart of every right-  
minded citizen) to see our streets drained  
and kept so. Let our City hall repre-  
sentatives do their duty without fear or  
favor, and clean up the city streets of  
bone-yards, lumber yards, ragtags, etc.,  
so plentiful everywhere, and the object  
aimed at will be attained by.

## STREETS.

## WHARVES AT OAK BAY.

Sir: If the ratepayers of Victoria  
should decide to tax themselves in order  
to obtain transcontinental railway ser-  
vice via Port Angeles, I offer the follow-  
ing suggestion. This suggestion may not  
be a "new idea," but I have not yet  
seen it in print: The E. & N. railway  
could extend its rails to Oak Bay, where  
docks, piers and warehouses could be  
built. The V. & S. railway could also  
run to the same point. The Port Ange-  
les ferry steamer could land passen-  
gers and freight there, and the steamer  
from Vancouver could land passengers  
and mail at the same pier. B.

## PRINCE EDWARD ISLAND.

Sir: Permit me, through the columns  
of your popular paper, to denounce the  
writer of the three-column article on  
"Prince Edward Island" in last evening's  
Globe as nothing more or less than a  
fool, and further to say that I am very  
loath to believe he or she ever set foot  
in the province. It is positively one of  
the poorest, most vague, misleading and  
unjust affairs of the kind I have ever  
seen, and anybody who has ever been  
there and read the article will undoubt-  
edly agree with me.

## P. E. ISLANDER.

Victoria, Sept. 20, 1899.

## SWEATING IN ATLIN.

Why Mr. Mulock's Postal Service is a  
Disgrace to His Country.

From the Atlin Claim.

"The unexcelled (?) mail facilities  
given to Atlin district no doubt will be  
continued throughout the year 1899.  
We must expect no improvement till the  
year 1900. Letters postmarked the 5th,  
Victoria, have been delivered in Atlin  
the 29th of the same month. This  
seems strange, when it is a fact that the  
trip has been made by travellers in six  
days from the coast. (That there is  
something rotten in Denmark goes with-  
out saying. Where is it?")

The second item reads: "Post office  
matters in this neighborhood are all bad.  
The latest thing is the attempted resig-  
nation of H. Cancellor, postmaster at  
Pine. Here is a copy of the banner that  
flew to the breeze the early part of the  
week, and was only taken down when  
the Dominion collector of customs—an  
official in Atlin with entirely too much  
to do looking after perishable freight—  
appeared on the scene:

## NOTICE.

Owing to the munificent salary  
of \$25 a month  
the Postmaster has decided to  
resign forthwith.  
H. CANCELLOR,  
Postmaster.

In a country with lumber selling at  
from \$80 to \$125 a thousand feet, \$25 a  
month for a postmaster without assist-  
ance is something rich. At the time Mr.  
Cancellor took over the post office the  
mail delivery at Pine was very limited,  
but with the advent of representation  
on the creek, the post office business  
assumed gigantic proportions. People  
in a string waiting their turn have been  
of daily occurrence, and the tax on Mr.  
Cancellor, to say nothing of his neglected  
business, was too severe. Accordingly  
he decided to bring the matter to an end,  
and incidentally find out if there was  
any remuneration in the office. He  
wrote to Inspector Fletcher, Victoria,  
pointing to the need of assistance. Back  
came word that \$25 a month would be  
allowed. This did not suit the post-  
master at Pine, and hence the above  
notice on the delivery wicket. This  
brought the paternal collector of customs  
to Pine: he kicked up a devil of a howl,  
it is said, and ordered the removal of the  
notice from the portals of the post office.  
He timed and out of joint," he said, in  
view of the approaching visit of G. R.  
Maxwell, M. P. to the district." (This  
pompous declaration did not disturb Mr.  
Cancellor's equanimity in the least, for  
he is made of better stuff. The proper  
head, Mr. James, then took the matter  
up, and as a result the Pine office has  
an assistant.")



**CURE**  
Sick Headache and relieve all the troubles in-  
herent to a bilious state of the system, such as  
Dizziness, Nausea, Drowsiness, Distress after  
eating, Pain in the Side, &c. While their most  
remarkable success has been shown in curing

**SICK**  
Headache, yet Carter's Little Liver Pills are  
equally valuable in Constipation, curing and pre-  
venting the annoying complaint while they also  
correct all disorders of the stomach, stimulate the  
liver and regulate the bowels. Even if they only  
cure

**HEAD**  
Aches they would be almost priceless to those who  
suffer from this distressing complaint; but fortun-  
ately their goodness is noted here, and those who  
once try them will find these little pills val-  
uable in so many ways that they will not be wil-  
ling to do without them. But after all sick head-

**ACHE**  
Is the bane of so many lives that here is where  
we make our great boast. Our pills cure it while  
others do not.  
Carter's Little Liver Pills are very small and  
very easy to take. One or two pills taken dose  
after dose, will cure you of all biliousness, pur-  
ge, but by their gentle action please all who  
use them. In Violent Cases, take five for \$1. Sold  
by druggists everywhere, or sent by mail.

CARTER MEDICINE CO., New York.

Small Pill. Small Dose. Small Price.

## REMOVED.

JOHN BARNESLEY & CO. have removed  
to their new premises, No. 115 Govern-  
ment street, where will be found the  
largest stock of Sporting Goods in the  
Province. Telephone No. 663.

Union Colliery Co. of British Columbia  
Limited Liability.

## NOTICE

The annual general meeting of the stock-  
holders of this company will be held at the  
company's office, Victoria, on Wednesday,  
the 4th day of October next, at 11 o'clock  
in the forenoon.  
CHAS. E. POOLEY,  
Secretary.

Dated Victoria, 7th September, 1899.

Esquimalt and Nondimo Railway Co.

## NOTICE.

The annual general meeting of the share-  
holders of this company will be held at the  
company's office, Victoria, on Wednesday,  
the 4th day of October next, at 11 o'clock  
in the forenoon.  
CHAS. E. POOLEY,  
Secretary.

Dated Victoria, 7th September, 1899.

## ANNUAL MEETING.

The annual meeting of the Liberal Con-  
servative Union for British Columbia will  
be held at the Assembly Hall, New West-  
minster, on the 5th day of October next,  
commencing at 10 a.m.

All Liberal Conservatives will be wel-  
come, the right to vote is confined to dele-  
gates chosen by Liberal Conservative Asso-  
ciations or district meetings regularly con-  
vened for this purpose. One delegate for  
every twenty members of such association  
or district meeting. Proxies can only be  
used by members of the union. Advantage  
may be taken of the railway rates to and  
from the exhibition, which is being held at  
the same time.  
D. H. WILSON, GEO. H. COWAN,  
President. Secretary.

The Stadacona Silver-Copper Mining Co.

## Limited Liability.

Notice is hereby given that an extra-  
ordinary general meeting of the Stadacona  
Silver-Copper Mining Company, Limited Li-  
ability, will be held at the office of the  
company, No. 64 Yates street, in the City  
of Victoria, B. C., on Saturday, the 21st  
day of October, 1899, at 11 o'clock in the  
forenoon, for the purpose of considering  
and if thought fit, passing resolutions  
authorizing the sale of the whole of the  
assets of the company and entering into  
an agreement to the effect with the New  
Company about to be incorporated under  
the Companies Act, 1897, with Non-Personal  
Liability.

Dated this 18th day of Sept., 1899.  
WILLIAM WILSON, Trustee.  
J. E. BOSS, Trustee.  
W. H. ELLIS, Trustee.  
WILLIAM DALY, Secretary.

se19

## Notice of Application

The undersigned will apply within 60  
days of date, to the Chief Commissioner  
of Lands and Works, at Victoria, B. C.,  
for permission to purchase or lease 100  
acres of land more or less, which forms the  
point known as Sharp Point, lying between  
Itefuge Cove and Sydney Inlet, on the west  
coast of Vancouver Island. The line of  
said land to be commenced at a certain post  
set up the 10th day of June, 1899, on the  
west shore of Sharp Point, thence 20 chains  
east, thence following the shore line  
southerly around the Point, and northerly  
back to place of commencement, at said  
post.

Dated 25th July, 1899.  
J. RINGLUND.  
S. A. DRINKWATER.  
WILLIAM M. BREWER.  
Victoria, B. C., August 7th, 1899.

## Land Registry Act.

In the matter of the application of the  
Esquimalt Water Works Company of the  
City of Victoria, British Columbia, for a  
Certificate of Indefeasible Title to sections  
one hundred and thirteen (CXIII), four  
hundred and fourteen (CXIV), and West  
part (68 acres) of sections one hundred and  
fifteen (CXV) and one hundred and sixteen  
(CXVI), Lake District; sections twenty-  
three (A XXIII A), (formerly section thir-  
teen (XIII) Lake District, part (6 acres) of  
section three (III), range two (II) West;  
sections one and two (I), four (IV), four  
(IV), and five (V), range one (I) West;  
sections three (III), four (IV), and five (V),  
of part of sections one (I) and two (II),  
range 6 West, Highland District, and sec-  
tions six (VI), one hundred and three  
(CIII), and part of sections ninety-seven  
(CXVII), Esquimalt District.

Notice is hereby given that it is my in-  
tention to issue a certificate of Indefeasible  
Title to the above lands to the Esquimalt  
Water Works Company on the 6th day of  
October next, unless in the meantime a  
valid objection thereto be made to me in  
writing by some person having an estate  
or interest therein, or some part thereof.

S. Y. WOOTTON,  
Registrar-General.  
Land Registry Office, Victoria, B. C., 4th  
July, 1899.

A very useful little table was recently  
published by the late Peter J. Leech, of  
Victoria, entitled:

"Hour Angles With-  
out Logarithms."

It was originally intended for the use of  
surveyors in Canada, but the results obtain-  
ed from it are sufficiently accurate to be of  
great service to navigators in the lati-  
tudes mentioned, viz., 40 degrees to 60  
degrees north, and 40 degrees to 60 degrees  
south.

Should the navigator prefer to determine  
his hour angle in the usual manner, Mr.  
Leech's table will prove invaluable as af-  
ording a ready check upon his work.

Copies of the table may be had at the  
bookstores, or at the office of the Colonist  
Printing & Publishing Company, Victoria.

PRICE \$2.00.

Grand Central Hotel,  
ASHROFT, B. C.

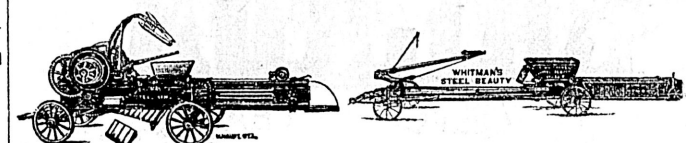
Large, airy rooms; the only first-class  
hotel in town; sample room free.

G. E. JOHNSTON, Proprietor.

## E. G. Prior &amp; Co., Limited L't'dy

DEALERS IN

## WHITMAN'S STEEL HAY PRESSES



## Farm Engines

Straw and Ensilage Cutters; Root Cutters and  
Grain Crushers; Vehicles of all Descriptions.

HARDWARE, - IRON - and STEEL  
MECHANICS' TOOLS.

Write for Catalogue and Prices to E. G. Prior & Co., Ltd., Victoria, B. C.

1899 PROVINCIAL 1899

## ..EXHIBITION..

UNDER THE AUSPICES OF

The Royal Agricultural and Industrial Society of British Columbia

WILL BE HELD AT

## New Westminster, B.C.

OCTOBER 3, 4, 5 and 6.

\$15,000 IN PRIZES \$15,000

OPEN TO THE WORLD.

## A Round of Pleasure for Four Whole Days

HORSE RACES. BICYCLE RACES. CHAMPIONSHIP LACROSSE.  
AQUATICS. NAVAL AND MILITARY SPORTS. GYMKHANA.  
BASEBALL. FOOTBALL. BAND TOURNAMENT.

## MAGNIFICENT ILLUMINATIONS

Grand Concert each evening.  
Special attraction at the New Westminster Opera House.  
Monster Excursions from all points, at greatly reduced rates.  
For special features see small handbills.  
No entrance fee charged for Exhibits.  
Executive—Ella Worsley Mayor Owens, T. J. Trapp, W. J. Mathers, Geo. D. Brym-  
ner, R. F. Anderson, Ald. J. E. Scott, Ald. M. Stuchlik.  
For Prize Lists, Entry Forms, and full particulars, write to

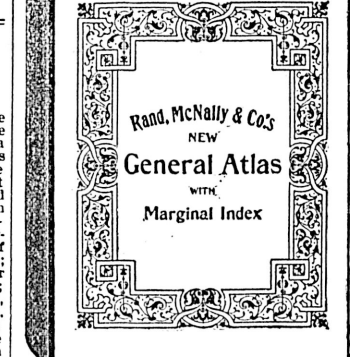
T. J. TRAPP, President. ARTHUR MALINS, Secretary  
W. H. KEARY, Commissioner.

The Twentieth Century  
Atlas of the World.

... CONTAINS ...

157 PAGES OF MAPS

NO READING MATTER.



Just the right book for ready reference.  
It is of a handy size and very con-  
venient for desk and house purposes.

With this book at hand, any one can  
be well posted on affairs daily reported  
by the press.



## MOVING.

## SLAUGHTER SALE.



300 doz. Sox at 10c. per pair, worth 20c.  
300 Mens' and Boys' suits at Half Price.  
50 doz. Stylish Hats at \$1.00 worth \$2.75.

**B. WILLIAMS & CO.,** CLOTHIERS AND HATTERS  
97 JOHNSON STREET.

MARINE—  
INSURANCE

Dawson and all Northern  
Ports.

...Heisterman & Co.

VICTORIA TIDES.

[By Mr. Napier Deaulson.]

The zero of the accompanying scale corresponds to 14 feet of water in the channel off Shoal Point, and 18.6 feet above the sill of the Esquimalt dry dock.

Thursday, Sept. 21. Friday, Sept. 22.

Time.	Height above zero	Time.	Height above zero
3:30 a.m.	8.4 feet.	4:10 a.m.	8.0 feet.
9:45 a.m.	4.4 feet.	10:35 a.m.	5.3 feet.
4:30 p.m.	8.4 feet.	5:09 p.m.	8.3 feet.
10:20 p.m.	1.8 feet.	11:10 p.m.	1.6 feet.

## THE LOCAL NEWS.

Dog Show—28th, 29th, 30th.

International event.

Entries close 21st instant.

Local exhibitors line up.

Classes for all dogs.

Bring Victorians to the front.

Kennel Show office at Frank Campbell's cigar store, Government street. Questions answered and entries received.

Exhibition at the White House to-day—Millinery, Costumes, Jackets.

Use Blue Ribbon Flavoring Extracts.

Carpenters' Tools at Cheapside.

If you have beauty,  
I will take it.  
If you have none  
I will make it.  
Savannah, Photo.

Best Lawn Mowers at Cheapside.

Read the White House advertisement to-day—something special about hosiery.

Smoke "Nugget Cigar." Meiss & Co.

Bass' XXXX on draught at the Occidental.

Drink "Hondl," purest and best of Ceylon teas.

McClary's famous Steel Ranges and Stoves at Clarke & Pearson's.

Majestic Ranges at Cheapside.

Hot lunch at the Manhattan from 11 a.m. to midnight.

Exhibition at the White House to-day—Millinery, Costumes, Jackets.

A breakfast delight—CHASE & SANBORN'S SEAL ISLAND Coffee.

When you require sporting goods ring up Telephone 645. Henry Short & Sons, 72 Douglas street.

Webster's Dictionary, great big fellows, 60,000 words, for \$1. The Victoria Book & Stationery Co. (late Jamieson's).

Read the White House advertisement to-day—something special about hosiery.

Few men are foolish enough to tell the readers of a great family journal untruths about their goods. If they do they are soon found out. "HOND!" Ceylon Tea is as represented—therefore kept always before you.

Reduced Rates to the East—Over the Northern Pacific Railroad, effective September 12: the second-class rate to Chicago will be reduced to \$46; second-class rates to all points east of Chicago will be reduced also. E. E. Blackwood, agent.

Exhibition at the White House to-day—Millinery, Costumes, Jackets.

Delegates Chosen.—Messrs. Fred. Carne and Andrew Strachan have been appointed delegates from Court Vancouver to the district meeting of the A. O. F., to be held on the third Monday in October. A committee of eight has also been appointed to act with a similar

Electric Light  
Fittings.

Graceful,  
Elegant,  
Novel.

Call and Inspect Our New Stock.

**G. C. Hinton & Co.**

62 Government Street.

## Victoria House...

82 YATES ST.

We take this opportunity of thanking our many customers for their past and liberal patronage and wish to remind them that we are now in our new store, formerly the "Yates Street Fire Hall."

G. A. RICHARDSON & CO.

VICTORIA KENNEL CLUB.

Handsome Prizes for the Show Next Week—The Exhibit's Useful Purpose.

Interest of a special nature is attached to the display, in a prominent shop window in Government street, of some of the solid silver cup prizes which will be competed for at the club's dog show on the last three days of this month; and the wisdom shown by the committee in this preliminary exhibition of a portion of the awards for canine merits will be admitted and commended by all who wish to see the praiseworthy efforts of the club in a right direction successful.

It is here contended that our local Kennel Club is not a show club, merely capable of the spasmodic effort of holding an exhibition of dogs once a year, and for the remainder of the period giving no evidence of its existence. It is to the club that people who are outside the circle of dog-fanciers and do not write themselves down as sportsmen, should look for reliable information on all matters pertaining to dogs; and the status of the club should be a guarantee that knowledge obtained from this source is of value.

The love of animals and pets in general is a virtue to be encouraged where it can be given play to with due kindness and sympathy towards whatever member of the creation people take charge of, for their own pleasure or profit, and when this interest in animals takes the form of keeping a dog, it is of importance that the health and comfort of the dog should be maintained at their highest, and that well-meaning ignorance, or worse still, selfish apathy, should not render the existence of "man's friend" a hard one.

It is to be hoped that the approaching exhibition of sporting and fancy dogs will arouse such popular interest in dogs, as house pets, and companions, that the status of the club should be a guarantee that knowledge obtained from this source is of value.

The committee of the Kennel Club have provided a generous prize list, with valuable "specials," now on view, and it would be regrettable if there were not keen competition for the bench honors, or if Victoria did not prove by enthusiastic attendance at Institute hall next week that in dogs it does not wish to be left behind.

Entries for the show close to-day.

WIND CITY.

Arrivals at Edmontone State That Reports Received Here Were Exaggerated.

A number of prospectors arrived Monday night from the alleged "death camp" at Wind City, on Wind river, a tributary of the Upper Peel, says the Edmontone Bulletin. Wind City was established and named by the prospectors, some 60 in all, who spent last winter there, and it is the spot regarding which such highly colored despatches were sent from the Coast, depicting the suffering and misery undergone by the prospectors there, and enumerating the deaths which had occurred. The returning men are Dr. J. B. Mason, Thomas Greig and William Gooch, Chicago; Wm. Schultz, Fargo, N. D.; Ed. Harris, Hamilton, and George Mitchell, Toronto. They emphatically contradict the stories of death and disaster at Wind City. Besides the 60 men, there were some 20 others wintered about 15 miles below, making in all 80 men, and of all these only five died, four from scurvy and one from freezing. A. D. Stewart, formerly mayor and chief of police of Hamilton, Ont., died of scurvy on March 13, at his camp on the Beaver river, a small tributary of the Peel, 100 miles up from Fort McPherson. He was buried on the river bank by his companions, who afterwards continued over the divide to Dawson. Capt. E. Buhrman, Annapolis, Ont., died of scurvy during the winter. Schurman Anderson, of Britton, S. D., also died of scurvy at his camp 160 miles up the Peel. Duncan McCallum, of Kaslo, B. C., was frozen in an attempt to follow an Indian trail through the mountains, 40 or 50 miles up the Peel from McPherson. Leo, an Ingham Indian, who had been with him, and was reported dead by "Steamboat" Wilson, is now in Dawson, having gone across with the Hamilton party. Wind City was established in September when the prospectors went into winter quarters there. Snow fell on September 15, and never left. Ice was running down the river about the 20th. About the 1st of December the parties started hauling their supplies up the river, and over the divide to the Stewart, and after Christmas the camp was broken up, all the men going across but ten. Of these ten, six returned; two, the Buhrmans, died; one, Peter Henrich, of Moorhead, Minn., went over the divide to Dawson by another route, and William McGinn went down the Peel and Mackenzie to Herschel Island, and home by a whaling vessel. He was accompanied by a dentist, named Martin. Ed. Harris, of Hamilton, who with Messrs. Gooch, Mason and a great number of others was catalogued as dead, in the Coast papers, froze one foot severely in the winter through getting it wet when some distance from camp. The injured member was operated on and cared for by Dr. Mason, and is now improving. The coldest weather experienced on the Peel was 15 below.

Before its inhabitants deserted it, Wind City was the scene of mirth and social enjoyment. Chess, checkers and euchre clubs were formed, dances were held, lectures given on scientific and every other conceivable subject, a code of municipal laws enacted, and the months passed pleasantly and profitably away. Its inhabitants were taken from every walk of life. Almost every profession was represented, and probably at no other point in the North was social life and friendly feeling so much in evidence as at Wind City.

Read the White House advertisement to-day—something special about hosiery.

## PEMBERTON &amp; SON,

Real Estate, Financial and Insurance Agents

TO LET OR FOR SALE.

A Large Well-Planned Residence.

On Rockland Avenue with grounds attached thereto this very commodious and handsome residence commanding a magnificent view of Mount Baker and the Strait can be rented or purchased at a very moderate figure.

45 FORT STREET.

VICTORIA, B. C.

...GRAND...

Fall Millinery Opening

ON

Wednesday and Following Days

AT



THE STERLING

88 Yates St.

## Trousers

Have a very unpleasant habit of fraying at the bottom, of bagging at the knee, of collapsing, generally, and the fit usually takes them just about now.

Interesting, therefore, to know that our Fall stock is now complete, with a splendid assortment of just those neat styles that most men prefer, sufficiently sprinkled with gay ones, so as to interest all kinds of legs.

**\$2.50 to \$5.00....**

**W. G. Cameron,**

The Acknowledged Cheapest

Cash Clothier in Victoria.

55 Johnson Street.

Cup  
Cookies.

At about the price for the labor of making. One kind, the best.

10c. a Dozen.

D. R. POTTINGER'S

Ideal Provision Store, 72 Yates Street between Government and Broad Sts

**St. Alice Water**

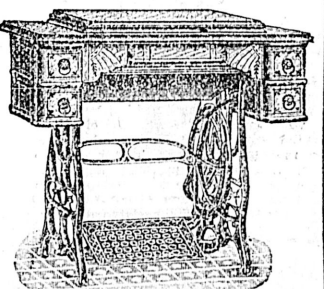
From the ..

Hot Springs  
of Harrison

**THORPE & CO., Ltd.**

Telephone 435

P. O. Box 180



The "DOMESTIC" Machine.

Is three Sewing Machines in one, viz:—Lock Stitch, Chain Stitch, Button-hole Attachment. The lightest running and most durable machine made. Examine it at

FLETCHER BROS. 73 Govt. St.

## Stock Now Complete

In Following Departments

Women's Jackets, Misses' Jackets,  
Children's Jackets, Women's Costumes,  
Misses' Costumes, Capes and Waterproofs

The newest and most fashionable garments from the leading markets of the world, surpassing all previous seasons in style and values

**The Hutcheson Co., Ltd.**

THE WESTSIDE, Sept. 15 1899.

## DO YOU TRAVEL?



We Import English Oak-tanned Leather Bags, the Strongest and Best Made. The Kit Bag is the correct Shape, we have it. Travelling Rugs in handsome Checks; also 'hawl' Straps; Golf and Yacht Caps and Tam O'Shanter in endless Variety

**W. & J. WILSON** 83 Government St  
VICTORIA, B. C.

## The White House.

Friday again, and Cashmere  
Stockings at less than half cost  
price! Why?

Because they are colored instead of black

Very Dark Navy,  
Dark Seal Browns, and  
Cardinals, in several shades

In all sizes, Children's and Ladies

**25 cents per pair.**

Regular 75c quality.

Without doubt the greatest bargain  
in hosiery that has ever been offered to  
the ladies of Victoria.

Close on 100 Dozen.

First come, first served.

## Henry Young &amp; Co

Get Ready for Winter.

Wonderful Air Tight Heaters in all sizes  
and all Prices. Call and see Them  
Also our special line of

...MAJESTIC RANGES...

**GEO. POWELL & Co.**

CHEAPSIDE 127 GOVERNMENT ST.

**Corby's Rye Whiskey.**

In Bond and  
Duty Paid.

TURNER, BEETON & CO.



# The Great Leader Still Out of Sight

## IMPORTS OF CHAMPAGNE

INTO THE UNITED STATES

By the sole agents of the Various Brands  
FROM JANUARY 1. TO SEPT. 1, 1899

### CASES

G. H. Mumm & Co.'s Extra Dry...	69,859
Moët & Chandon.....	10,128
Pommery.....	18,614
Heidsieck & Co.....	8,106
Piper Heidsieck.....	6,500
Louis Roederer.....	6,058
Vve. Cliquot.....	5,745
Ruinart, Pere & Fils.....	4,901
Porrier-Jonet.....	3,110
Delbeck & Co.....	1,369
Ernest Irroy & Co.....	1,200
A. DeMontebello & Co.....	1,126
Bouche, Fils & Co.....	1,097
St. Marceux.....	840
Theophile Roederer.....	690
Various brands (15 or more)....	11,399

Total.....159,742

Compiled from Custom House records.  
The above figures do not include the  
large imports into British Columbia by  
Pither & Leiser, which are direct from  
Reims.

## G. H. MUMM & CO.'S

"EXTRA DRY"  
CHAMPAGNE.

Royal warrants have been granted to  
Messrs. G. H. MUMM & CO. as pur-  
veyors to

Her Majesty the Queen of England,  
His Royal Highness the Prince of  
Wales.

His Majesty the German Emperor,  
His Majesty the Emperor of Austria,  
His Majesty the King of the Belgians,  
His Majesty the King of Denmark,  
His Majesty the King of Sweden and  
Norway.

## PHENOMENAL SHOWING

G. H. MUMM & CO.'S EXTRA DRY

Figures Tell the Tale —

According to custom house statistics,  
the importation of G. H. MUMM &  
CO.'S EXTRA DRY in 1898 aggregated  
86,855 cases, over one-third of the total,  
or 52,649 cases more than of any other  
brand.

Messrs. G. H. MUMM & CO. have  
made it a rule to buy very largely of fine  
vintages in order to tide over poorer  
ones, which accounts for the uniformity  
and excellence of their justly celebrated  
EXTRA DRY, and carrying always an  
immense stock, they are thus enabled to  
supply all demands, however large  
while maintaining the same high charac-  
ter and quality of their wine.

Only the first pressings of the best  
grapes from the choicest vineyards in  
the Champagne District are used by  
G. H. MUMM & CO. in the composition  
of their cures, and no other champagne,  
no matter what the price, can excel in  
quality.

It is owing to the great skill and  
knowledge in composing the cures, com-  
bining quality, purity and natural dry-  
ness with the smallest percentage of  
alcohol, that G. H. MUMM & CO. have  
gained for their EXTRA DRY such a  
wonderful appreciation and demand  
over all other brands.

# PITHER & LEISER, Sole Wholesale Agents for British Columbia

Yates Street, Victoria, B. C.

## Harbor Scheme At Ottawa.

Mr. Sorby Presents an Extend-  
ed Report on His Re-  
cent Mission.

Committee Think of Inviting  
Harbor Engineer From  
East to Report.

The committee appointed to consider  
the Sorby report shrdn hndrn rdnu  
the Sorby harbor improvement scheme  
met again in the City hall yesterday  
morning, there being present Mayor Red-  
fern, Capt. J. G. Cox, Ald. MacGregor,  
Hayward and Brydon, Hon. B. W.  
Pearse, and Messrs. C. A. Holland and  
Burns. The report of Mr. Sorby, as pre-  
sented, upon which there was a lengthy  
discussion, was as follows:

VICTORIA, Aug. 14, 1899.

To His Worship the Mayor, Chairman In-  
vestigating Committee.

Sir: Reproposed Improvements of Victo-  
ria Harbor: I have the honor to report  
for the information of the committee ap-  
pointed to investigate my scheme for the  
improvement of Victoria harbor, that in ac-  
cordance with the committee's instructions,  
dated the 30th May, directing me to pro-  
ceed to Ottawa and lay my proposition be-  
fore the Federal Government, I left Victoria  
on the 31st May and duly arrived at Ottawa  
on the 6th June.

I placed myself in communication with  
the city's representatives, Messrs. Prior &  
Earle, and Senator Templeman, and with  
them waited on the Deputy Minister of  
Public Works (in the absence of the Hon.  
Mr. Tarte), arranged an appointment, and  
on the 8th, duly attended the Acting Chief  
Engineer of the Public Works Department,  
and laid the whole scheme before him,  
depositing copies of the maps, charts and  
estimates for the use of his department.  
For reference, I also attended Col. Anderson,  
the Chief Engineer of the Marine and Fish-  
eries, laid the whole question before him,  
depositing copies of the plans, charts and  
estimates for the use of his department.  
Col. Anderson expressed himself as being  
entirely in favor of the scheme as most ad-  
vantageous for the city of Victoria, and  
that he would be prepared to give the mat-  
ter every assistance in his power.

On the 9th I had an interview with the  
Hon. Sir Louis H. Davies, Minister of  
Marine and Fisheries (introduced by Messrs.  
Prior and Earle), who received me with  
every courtesy and carefully examined into  
the details of the scheme. At the conclu-  
sion of the interview he introduced me to  
the Hon. Mr. Fielding, Minister of Finance,  
saying, "The questions under consideration  
are these: Can we under any circumstances  
entertain the required guarantee, and can  
we at this state of the session entertain  
the fresh legislation?" Mr. Fielding joined us  
in this conference in the House, and it was  
proposed that I should attend a sub-com-  
mittee of the Executive, consisting of the  
Premier and the two Ministers, and discuss  
the matter with them prior to its being  
brought up in Council.

On the 12th of June and following days  
I attended Mr. A. Goebell (Department Min-

ister of Public Works), and Mr. E. D.  
Dufour, Acting Chief Engineer, and fully  
explained to them the details of the scheme,  
and they both expressed themselves favor-  
ably towards the matter. We examined  
the Draft Act (as laid before your com-  
mittee), clause by clause, to the extent of  
about one-third, when appointments to con-  
tinue were made and postponed day by day,  
but I found it impossible to make any fur-  
ther progress with this department.

On the 14th I attended the Hon. Mr. Sif-  
ton, Minister of the Interior (introduced by  
Mr. Bostock), with reference to the Song-  
hees Reservation. I proposed for his con-  
sideration that his department should lease  
to the Harbor Commissioners (as an as-  
sociate branch of the Public Works De-  
partment), on behalf of whomsoever it may  
concern, the whole of this reservation on  
terms based upon the gross costs of the re-  
moval of the Indians and the reinstatement  
of them on another reservation, the Com-  
missioners to have the privilege to sublet  
and to have the option of purchase. He  
expressed himself in favor of the sugges-  
tion and referred me to papers recently  
brought down to the House at the instance  
of Col. Prior. These papers were placed  
at my disposal by Mr. Bostock, and Mr.  
Sifton said he should be prepared to carry  
out the propositions therein stated. This  
would enable the Commissioners to make  
favorable arrangements with the railway  
and other interests, and effectually dispose  
of all questions concerning the Indian re-  
servation to the advantage of the city of  
Victoria.

On the 15th I had a short conference with  
Mr. Blair, Minister of Railways, relative  
to the proposed future extension of the rail-  
ways along the water front and to the  
outer wharf, etc.

On the 16th I had a conference with Sir  
C. Hibbert Tupper (by appointment) to  
consider the best method to be adopted  
to urge the matter upon the active atten-  
tion of the Government. He suggested  
combined action amongst the whole of the  
British Columbia Representatives. I sub-  
sequently saw Mr. Bostock (Liberal Whip),  
and he promised to make the necessary ar-  
rangements.

On the 21st I attended, by appointment  
at Montreal, to meet Mr. J. Kennedy, the  
Chief Engineer of the Harbor Commis-  
sioners (introduced by Mr. G. A. Keefe).  
I laid the matter fully before him and de-  
posited copies of the plans, charts, etc., with  
him so that in the event of the city deciding  
to seek his opinion he would be better  
prepared to take the matter up. He called  
attention to the necessity of providing  
wharves of greater length than I had  
shown, and that this could be obtained by  
reducing the width of the harbor from  
north to south at the considerable saving  
of excavating on rock. It also appeared  
to him that the \$250,000 provided for dams,  
pumping out an overflow might be saved  
by blasting under water, as he was doing  
at Montreal. With infinite trouble and  
courtesy he had in hand and explained the details  
of the splendid mechanical appliances which  
he had specially designed to handle the  
rock and other materials he had to deal  
with. I took notes of the plan, its cost  
and capabilities for future reference and,  
in a supplement, I have added some his-  
torical particulars of the evolution of the  
harbor at Montreal as a guide as to what  
we may expect here.

Mr. W. W. B. McInnes, M.P., suggested  
that the passing of our proposed act would  
be simplified if it could be made to embody  
the wording of the Quebec Act, now before  
the House, which in itself had been based  
upon the Montreal Act of 1891. In con-  
sultation with Mr. Lefeur he entirely  
agreed with the suggestion, especially as it  
was so late in the session. I therefore  
proceeded to re-draft the act, using the  
printed wording of the Quebec Act and

adopting as far as possible the amendment  
already made by the Deputy Minister of  
Public Works.

Not having heard from Sir Louis Davies  
I addressed him as follows:

RUSSELL HOUSE, Ottawa,  
21 June, 1899.  
The Hon. Sir Louis Davies, M.P., Minister  
of Marine and Fisheries.

Sir: With reference to the proposed im-  
provements of the harbor of Victoria, which  
I had the honor of laying before you on  
the 9th inst., I understood you to take ob-  
jection to the guarantee of the payment  
of the interest and the repayment of the  
principal of the loan. Would it better  
commend itself to your judgment if, in  
place of the guarantee, you simply en-  
larged the usual annual subsidy, which  
ranges from \$10,000 to \$15,000 per annum  
to \$25,000 per annum, to be expended under  
the direction of the commissioners proposed  
to be incorporated under the act?

This annual subsidy to take the place of  
the proposed guarantee and the \$150,000  
grant in aid.

Financially, the two propositions are  
about the same as the Harbor Board would  
have to pay a higher rate of interest.

I am revising the Draft Act, substituting  
the Quebec Act, now before the House, in  
every possible particular.

It was proposed by myself and the Hon.

the Minister of Finance that I should have  
the opportunity of laying the matter before  
a sub-committee of the Executive before  
you brought it before the Council. I should  
be glad of an early appointment that the  
matter may be accelerated as much as  
possible. I have the honor, etc.

THOMAS C. SORBY.

To which he replied as follows:

MINISTER OF MARINE AND  
FISHERIES,

Ottawa, 22nd June, 1899.

My Dear Sir: I have your letter of 21st  
inst., in which you submit an alternative  
proposition to the one previously advanced  
by you with respect to the proposed har-  
bor improvements of Victoria, B. C. As I  
have already advised you, my own impres-  
sion is that it is too late in the session to  
take this subject up, more especially as  
the Minister of Public Works has been  
obliged to go abroad for the benefit of his  
health, and will not be here for the re-  
mainder of the session. However, I will  
bring the matter before my colleagues at an  
early day. Yours faithfully,

L. H. DAVIES.

Thos. C. Sorby, Esq.,  
Russell House, Ottawa.

Not having heard from the Deputy Min-  
ister of Public Works, I addressed him as  
follows:

RUSSELL HOUSE, Ottawa,  
20th June, 1899.

A. Goebell, Esq., Deputy Minister of Public  
Works.

Sir: I should like to be informed whether  
it is the intention of your department  
to take up the act for the incorporation of  
Commissioners for the improvement of the  
harbor of Victoria? By the act it is pro-  
posed to confer upon the Commissioners  
powers to expropriate the foreshore and to  
investigate a certain plan for the proposed  
improvements, to lay the same before the  
Government for their approval before the  
act, as before adapted to our case, and  
adding our own special financial require-  
ments which are contingent.

The matter has been before your depart-  
ment for, I think, three years, and with

the promise of the Hon. the Minister of  
Public Works to our members that the  
matter should be dealt with this session,  
I have been accredited to the Government  
by the city of Victoria to do all in my  
power to expedite the matter. I should,  
therefore, be glad of some definite an-  
swer from your department for my guid-  
ance as to attend your appointment. I  
am, etc.,  
THOMAS C. SORBY.

On the 28th of June I received the fol-  
lowing letter from Sir Louis Davies:

MINISTER OF MARINE FISHERIES,  
Ottawa, 28th June, 1899.

My Dear Sir: Reverting to my letter of  
the 22nd inst., in which I promised to lay  
before my colleagues at an early day your  
letter submitting your alternative proposi-  
tion with respect to the proposed harbor  
improvements at Victoria, I beg to say that  
I have done so, and I am now instructed  
to say to you that it will not be possible  
to take either of your propositions into con-  
sideration during the present session of  
Parliament. I therefore would advise you  
to let the matter rest until Mr. Tarte's re-  
turn, when you can submit it directly to  
him, and if it receives his endorsement  
may come before the Government at a fu-  
ture day. Yours faithfully,

L. H. DAVIES.

Thomas C. Sorby, Esq.,  
Russell House, Ottawa.

I fully discussed this correspondence with  
our members, with Senators Macdonald  
and Templeman and Messrs. Bostock and  
McInnes, and finally we agreed upon a  
memorandum and to wait upon Sir Louis  
Davies and lay the same before him and  
endeavor to affect some satisfactory ar-  
rangement. Mr. Bostock made the neces-  
sary appointment, and on the 30th June  
Mr. Earle, Senators Macdonald and Temple-  
man, Messrs. Bostock and Riley attended  
with me. He received us with every con-  
sideration, and we laid the following mem-  
orandum before him:

MEMORANDUM RE. VICTORIA  
HARBOR.

1. An act to incorporate a Board of  
Commissioners, three to be appointed by  
the Government, the Mayor of the city ex-  
official during his year of office, and one  
representing the Board of Trade or ship-  
ping interest.

2. To take up and inquire into the whole  
question of harbor improvements, to take  
expert and other evidence and report and  
submit suggestions to the Government.

3. An adequate appropriation to meet  
expenses incidental to the efficient carry-  
ing out of the objects and intentions of  
the act and to repay the municipality of  
Victoria the costs already incurred in the  
matter.

4. The Commissioners to appoint such  
temporary officers as may be necessary  
for the carrying out of the objects of the  
act.

When I got to clause three he said: "It  
is admitted that the proposed works would  
be very advantageous to the city of Vic-  
toria, but what has Victoria itself done in  
the matter? Montreal harbor spent over  
three and a half millions before it re-  
ceived any assistance from the Government.  
St. John, N. B., spent \$750,000 on its har-  
bor before it sought assistance from the  
Government. These cities were in earnest  
and had a very good claim for our as-  
sistance, but what have you done in Vic-  
toria?" or words to this effect.

Sensor Macdonald suggested that I  
should draft a short Act in accordance with  
the memorandum and discuss it with the  
members, and Sir Louis undertook to lay  
the matter before the Council on Monday,  
the 3rd of July.

Sensor Templeman suggested that in  
the event of the Government not being  
able to introduce the Act this session, they  
should send out a commission of one or

more engineers to inquire into the matter  
and report for the information to the Gov-  
ernment.

I drafted the short Act as suggested and  
forwarded it to the Minister with the  
following letter:

OTTAWA, 1st July, 1899.

The Hon. Sir Louis H. Davies, M.P., Min-  
ister of Marine, Etc.

Sir: I have the honor to submit for your  
consideration yesterday for the incorporation  
of a harbor board for the port of Victoria.  
On page 2, section 5, three Commissioners  
are proposed to be appointed by the Gov-  
ernor-in-Council, the Mayor of Victoria  
ex-officio and one to be elected by the mer-  
cantile interests. The method of election,  
general powers, harbor tracks and lines,  
by-laws, rates, etc., are reproduced from  
the Quebec Harbor Act, now before the  
House.

In the expropriation of lands (page 11),  
I would suggest the incorporation of the  
provisions of the Lands Clauses Consolida-  
tion Act of British Columbia (of which I  
enclose a marked copy), as more conven-  
ient than those of the Railway Act. The  
results are the same, but the finding of a  
special jury, based on the evidence before  
them, would give greater confidence than  
the award of an arbitrator.

Borrowing powers (page 15). This  
provides the power to borrow, but in the  
absence of security (the Commissioners having  
no estate) and the absence of revenue (the  
harbors being private property), no im-  
mediate action could be taken involving  
any expenditure beyond the funds avail-  
able. A board with such limited powers  
would be simply an initiatory board to ob-  
tain complete data of the harbor as now  
existing, to meet the mercantile interests  
in conference and devise a comprehensive  
scheme, arrange with the municipality the  
terms of the security to be offered for the  
loan and to report to you the results of  
their labors in the usual way. If these re-  
sults met your approval a short supple-  
mentary act would place the undertaking  
on a solid basis.

It has been usual to include in the es-  
timates from \$10,000 to \$15,000 per an-  
num to be expended in Victoria. No such  
appropriation has been made during the  
last two or three years, I would therefore  
suggest that you should include such a  
provision in this year's estimates for the  
purpose of this act, but whether such sum  
should be dealt with as per sub-section 2  
or otherwise, is a matter for your decision.

The damages and losses arising from the  
lamentable accident at Point Ellice Bridge  
in 1897 would press very heavily on the  
city of Victoria for a while and quite pre-  
clude any further appropriation from the  
municipal revenue. The only way, there-  
fore, of advancing this most important un-  
dertaking (which the city has so frequen-  
tly urged upon the attention of the Gov-  
ernment), would be in the direction of this  
small suggested appropriation, to be placed  
at the disposal of the Commissioners for the  
purpose of this act which I have the honor  
to press upon your most favorable con-  
sideration, I have, etc., etc.

THOMAS C. SORBY.

To which he replied as follows:

MINISTER OF MARINE AND  
FISHERIES,

Ottawa, 4th July, 1899.

My Dear Sir: In reply to your letter  
of the 1st of July, enclosing a draft of the  
proposed bill to incorporate Commissioners  
for the improvement of the harbor of Vic-  
toria, I beg to state that I brought the  
subject before Council to-day and read  
your letter. The conclusion was that, con-  
sidering the importance of the subject and  
proposed legislation and state of public  
(Continued on Seventh Page).

## Walter S. Fraser & Co., Ltd.

Dealers in

## HARDWARE

Iron, Steel, Nails, Etc., Pipe Fittings, Etc., Mill, Logging and  
Mining Supplies, Metallic Shingles, Siding, Etc.

Telephone 3.  
P. O. Box 425.

Cor Wharf and Bastion Sts., VICTORIA, B.C.

Just arrived and in stock

A large consignment  
of the celebrated....

## "OVERLAND CIGARS"

A high grade,  
Specially selected,  
Domestic Cigar.

## Turner, Beeton & Co.

AGENTS.

## FOR SALE

## First-Class Pack Train

Twenty-seven mules and one bell horse,  
in the best condition for work, with  
spokes complete. This train was allowed  
by packers to be the best mule train that  
worked on the Tealra trail last season,  
having made one trip more than any other  
pack train on the road.

For particulars apply to  
JNO. NEWBRIGHTON,  
P. O. Drawer, 622, Victoria.

## CUSTOMS BLANKS

All the New Forms Required by  
the New Customs Regulations

Are to be had at the office of  
THE COLONIST in any  
quantity desired.







## THE WEATHER.

Meteorological Office.  
Victoria, Sept. 20-8 p.m.

### WEATHER SYNOPSIS.

The barometer remains abnormally high off our Coast, while further north an ocean low area is crossing to Alberta. It is probable the Pacific high will now spread inland and cause continued fine weather throughout this Province. The weather remains fine from Ontario to the Pacific, and no frosts have recently occurred in the Territories.

### TEMPERATURES.

	Min.	Max.
Victoria	47	63
New Westminster	50	66
Kamloops	52	69
Barceloona	49	65
Calgary	48	70
Winnipeg	40	74
Portland, Oregon	50	64
San Francisco, Cal.	50	64

### FORECASTS.

For 24 hours from 5 a.m. (Pacific time)—Thursday—

Victoria and Vicinity—Fresh southwest and westerly winds, generally fair, not much change in temperature. Lower Mainland—Moderate to fresh winds, mostly southerly, fair, stationary temperature.

### DENISON.

### VICTORIA HAILY RECORD.

Report for 24 hours ending 3 p.m. Observations taken daily at 5 a.m., noon and 5 p.m.

### WEDNESDAY, Sept. 20.

	Deg.	Deg.
5 a.m.	50	Mean.....55
Noon	59	Highest.....63
5 p.m.	57	Lowest.....47

The velocity and direction of the wind were as follows:

5 a.m.	4 miles southwest.
Noon	16 miles southwest.
5 p.m.	16 miles southwest.

Average state of weather—Fair.  
Sunshine—6 hours.

Barometer at noon—Observed.....30.194  
Corrected.....30.173

E. BAYNES REID,  
Provincial Forecast Official.

### PASSENGERS.

By steamer Islander from Vancouver—

M. T. Ward.	C. A. Wadhams.
R. Bonthrone.	A. Haynes.
W. R. Jackson.	G. Allen.
V. E. Bodwell.	I. Smythe.
David Healey.	E. A. Norris.
S. P. Moody.	Jas. H. H. H.
Mrs. Watson.	Peter Jackson.
G. A. Wilson.	H. Anderson.
E. E. Wilson.	Staff Cpt. Galt.
Mrs. A. Moran.	W. Patterson.
Mrs. Hales.	A. J. Harding.
H. Giblin.	J. Matthews.
T. H. Powers.	G. A. Brackett.
A. Giblin.	W. H. Reed.
R. Northcote.	A. Knowles.
Rev. J. C. Speers.	G. W. Walbey.
L. E. Lewis.	C. E. Clement.
Mrs. F. Page.	Mrs. Clement.
J. H. Gardiner.	H. Matthews.
P. McLennan.	F. J. Hafter.
Mrs. Brackman.	A. Elmore.
W. G. Thompson.	J. H. Hall.
W. L. Griffiths.	W. H. P. Clements.
C. E. Reeves.	J. E. Clements.
B. Bloomfield.	Jas. Hoffinger.
Mrs. Barnes.	P. Cosgrove.
J. G. McLennan.	P. E. Grant.
Mrs. McGlyn.	P. L. Williams.
W. H. Dow.	J.

By steamer Queen from San Francisco.

Mrs. G. L. Allen.	E. G. Jones and wife.
Miss Bratton.	E. P. Fisher.
Mrs. McMahon.	W. W. Fitch.
A. G. Phipps.	H. McLennan.
J. L. Levison.	A. Beaulieu.
Mrs. W. H. Gusk.	Miss V. Ashton.
J. Hamburg and wife.	Miss V. Sanford.
F. C. Bassford.	J. Atkinson.

### CONSIGNEES.

By steamer Islander from Vancouver:

S. Shore.	A. E. Haynes.
J. Fullerton.	H. Mansell.
Vic. & Sid. Ry.	Ames, Holden & Co.
Wade & McKean.	J. Barnard & Co.
T. Bros.	T. Shottell.
Hutchinson Co. Lt.	Martin & Robertson.
Wilson Bros.	Ilthet & Co.
Vic. R. & Co.	F. R. Stewart.
Lowenberg & Co.	J. H. Todd & Son.
Hudson Bay Co.	Sam Sen, Jr.
L. S. Fairall.	G. C. Cass.
Langley & Co.	Weller Bros.
McGillivray Bros.	W. J. Sutton.
Kern Cheong.	E. B. Marvin.
D. Spencer.	J. C. Giffen.
C. B. Jr.	P. McQuade & Son.
Vic. Shore Co.	Hamilton Pro. Co.
J. Pierce & Co.	Deaville & Sons.
A. Holmes.	C. E. Lewis.
G. C. Russell & Co.	J. W. Finlock.
Wilson Bros.	Fell & Co.
A. J. Clyde & Co.	J. C. Giffen.
A. D. Hosack.	H. Young & Son.
Turner, H. & Co.	H. Short & Son.
B. Al Morris.	Can. Dev. Co.
P. Pierce & Co.	Harbor Ex. Co.
Thos. Earle.	Harbor Ex. Co.
Jas. Hastie.	Harbor Ex. Co.

By steamer Queen from San Francisco.

Albion Iron Wks.	Olcott Morris Co.
A. Holmes.	Pichen & Son.
A. W. Wilson.	W. H. Smith.
Ching Sing.	Raymond & Son.
D. H. Ross & Co.	Simon Leiser.
B. H. Marvin & Co.	Speed Bros.
G. C. Prior & Co.	H. H. H.
Briskin, Wall & Co.	Thomas Barle.
F. J. Carne, Jr.	Turner, H. & Co.
R. Stewart & Co.	J. W. Smith.
W. H. Yuen.	Wilson Bros.
G. M. Munroe & Co.	A. A. Wilson.
Hudson Bay Co.	P. Morris.
J. Barnard & Co.	R. Stewart.
J. H. Todd & Son.	Gam Took Yuen.
Kam Sing.	J. E. Chapman.
Kohling & Son.	Knowles & Mc.
Levy & Leiser.	McMillan & Son.
McGillivray Bros.	Parson Pro. Co.
W. M. Wallt & Co.	A. Phipps & Co.
Nicholles & Renouf.	W. H. Martin Co.

Edward Bulwer Lytton Dickens, son of the novelist, has been appointed a rabbit inspector by the New South Wales government. He was formerly a member of the colonial parliament.

Chile is going to fit up a vessel with the products of the country to be taken to the principal ports on the Pacific for exhibition.

Among the Parsees a murderer is punished with 90 stripes on his bare back, while a master who neglects his dog receives 200 stripes.

The big, hearty, healthy man is a continuation of his digestive and circulatory system. Constipation is the root of nine-tenths of the sickness of men, and of a large proportion of the sickness of women. It can be cured easily, naturally and safely. Nature is continually working as hard as she can to throw off impurities, and to force out poisonous matter. If she is impeded, Dr. Pierce's Pleasant Pellets set the wheels working again without any trouble. They assist nature in a gentle, healthy, efficient way. There is nothing violent about their action, and yet it is just as certain as if it were twice as violent. You do not become a slave to their use. They are different and better than any other pill for the cure of constipation, headache and kindred derangements. Almost all druggists understand this, and are conscientious enough to tell you so. The druggist who tries to sell you a substitute is not a safe man from whom to buy medicine. Send 31 cents in one-cent stamps to World's Dispensary Medical Association, Buffalo, N. Y., and receive Dr. Pierce's 1008 page "Common Sense Medical Adviser," profusely illustrated.

Window Muslins, Window Laced Tapes, Frilled Muslins, and all the latest novelties in Bedroom Draperies. Weiler Brothers.

## Substitutes For N. P. Liners

### A Fleet of Four Modern Cargo Steamers Secured for Temporary Service.

### Victorian's Pump Comes to Grief—Improved Passenger Business on West Coast.

The Northern Pacific Steamship Company do not propose by any means to relinquish their grasp of the Oriental-American trade. Possibly there were some who had commenced to think otherwise, from the fact of the recent charters of their liners for transport service, and the indefiniteness prevailing as to the securing of temporary substitutes on the regular run. This doubt is now at an end, the announcement being made authoritatively that the Saint Irene, City of Dublin, Queen Adelaide, and Abergele have been secured until such time as the government no longer requires the services of the regulars, and perhaps longer, for the demands of the trade are constantly broadening. A fifth extra is to be added, and there will be no appreciable break in the service, although the Saint Irene on her first passage to America will go to Portland instead of the Sound, her terminal thereafter. She is a steel screw steamer carrying 6,000 tons dead weight, or 7,500 tons measurement. Her gross tonnage is given by Lloyd's at 3,877, and the net, 2,474; her rating being \* 100 A. 1. and her dimensions: 357.0 x 45.5 x 19.0. She is one of the most modern type of fast freighters, having been built as recently as 1894 at Sutherland, in the James Laing yards. The City of Dublin is only six years old, or than the Saint Irene, having been built at the Workman, Clarke & Company yards in 1888. She, too, is a steel screw steamer, with a capacity of 6,000 tons dead weight, or 7,000 tons measurement; she herself has a gross tonnage of 3,328, or 2,155 net, and has the \* 100 A. 1. Lloyd's rating. She is a vessel of 361.7 feet length, 42.7 feet beam, and 26.1 feet depth. The Queen Adelaide is described as a steel screw steamer, listed \* 100 A. 1. with a gross tonnage of 2,832, or 1,835 net. Her dimensions are: 310.0 x 41.1 x 23.6, and her capacity 5,000 tons dead weight, or 5,500 tons measurement. She is but eight years old, and came from the hands of Bartram, Haswell & Company, of Sunderland. Each of these vessels—and the Abergele also—is equipped in the most modern manner, and is admirably fitted to the trade in which it is engaged. The latter had been in the hands of Bartram, Haswell & Company, of Sunderland. Each of these vessels—and the Abergele also—is equipped in the most modern manner, and is admirably fitted to the trade in which it is engaged. The latter had been in the hands of Bartram, Haswell & Company, of Sunderland. Each of these vessels—and the Abergele also—is equipped in the most modern manner, and is admirably fitted to the trade in which it is engaged. The latter had been in the hands of Bartram, Haswell & Company, of Sunderland.

### VICTORIAN HAS A MISLAP.

Minor Accident in the Engine Room Enforces Retirement For a Few Days.

Just as the Puget Sound press had begun to sing her praises for having settled at last down to smooth running, the steamer Victorian has experienced a vexatious little mishap in the engine room that necessitates her retirement from the route until Friday night, perhaps longer, the dear old Utopia again being called upon to fill the breach. When the Victorian went out from Tacoma on her regular trip Monday, her officers were congratulating themselves that she had again in shape to make the time between Tacoma and this city and return without the slightest trouble. She was shaking less when running at full speed than when making slower time before, and when the engines were wide open she got over the water at a decidedly lively pace. Coming up behind the Greyhound on Saturday, just to see what she could do, her engines were thrown wide open, and she passed the Greyhound in five minutes, as though the latter had been standing still. It had taken the machinery a little time to wear down to a smooth bearing, but the engineers believed she was all right then, and gave great credit to their new circulating pump. Then the pump broke, and the steamer was ordered to the repair dock.

### NO PROFIT FOR OWNERS.

First Sealer of the Season Returns From Behring Sea—An Unlucky Cruise.

The first of the hunting sealers that Carmanah reported entering the Straits of Juan de Fuca last night reached port yesterday, with but 54 skins to show for the summer's hunting, but a top-line story of hard luck. She is the Bechtel schooner Mary Taylor, Todd master, which during the spring sealing was so unfortunate as to lose a boat and three men, these being now written off the articles as Peter Hansen, John Martin and Japanese Chin Matsuo. Zach Payne, Harry Tache and two others thus took French leave of the ship at the Cove, while during the Ounalaska call still another hunter was missing, and it afterwards developed had seized an opportunity to get to Cape Nome by a northbound schooner. When these defections from the crew had brought the muster down from an original 22 to the unlucky number of 13, Captain Todd came to the conclusion that it would be better for him to square away for home than to remain on the hunting grounds short-handed, and losing more money for his owners. He accordingly weighed anchor on the 3rd inst., ran through Unimak pass the following day, and came south under a favorable breeze that held almost all the way to the Cape. No seizures nor accidents to any of the fleet had been heard of by the first-returned sealer. Next day Captain Todd anticipated that any of the fleet came to grief in the mid-August storm reported by H. M. S. Phœnix and the steamer Laurada. There was a live-

ly breeze on the 21st, according to the Taylor's master, but it was not sufficient to prevent the boats going out, and that day even proved the best of all. The cruise—eight skins being secured. The schooner at this time was in the locality in which the greatest part of the season's hunting was done—to the northeast of the Islands, which she circumnavigated. Nothing was either seen nor heard of the West Coast phantom on the run down, dense fog being encountered as the schooner entered the Straits, and the most interesting news item incident to the Taylor's return are contained in the reports she brings of a few of the more fortunate vessels of the fleet, with which she had fallen in. Among these are the following:

August 4—Penelope.....	28
August 8—San Diego.....	280
August 8—Beatrice.....	178
August 11—Amoka.....	411
August 12—Aristis.....	480
August 12—Dora Sieverd.....	475
August 25—Victoria.....	770
August 25—Hatzie.....	650

A secondary report was received from the Aristis, of the Otto and the Viva, both of which were said to be doing well. Captain Todd anticipates that the majority of the fleet will be late in returning this fall, as the seal herds are continually shifting their feeding grounds, and the schooners are determined to follow them as long as the weather holds fair.

### C. P. N. STEAMERS AWAY.

Danube Takes Good Cargo For the North, and Queen City Many Passengers For West Coast.

Two of the C. P. N. Company's fleet got away last evening, the Danube for Skagway and Northern British Columbia ports, and the Queen City on the long West Coast trip—to Cape Scott and all intermediate stations. The latter vessel, Captain Hughes commanding, had quite a notable passenger list, besides an uncommonly heavy cargo, the travellers including Hon. Edgar Dewdney, who visits the Coast on mining business; J. D. Conway, the contractor, and W. Henderson, the superintendent in charge of the new government telegraph line from Beale to Alberni, which he goes to formally take over; Moses McGregor, for Port Hughes; Major Cain, Messrs. Lovell, Podgett and Arthur, a party of big game hunters; George Bishop and party, who are destined for Port Hughes, where they are to erect a substantial hotel; J. Clark, Count Michélet, Frank Fraser, and Provincial Constable Murray. The latter drops off at Carmanah to investigate the recent Indian disturbance there in which the bellicose Sam took so prominent a part. The cargo includes lumber and other materials for the Port Hughes hotel, and large consignments for Cape Scott, which is a point seldom visited. The Danube had considerable freight, including the following passengers: C. K. Zorn, Mrs. Zorn, C. W. D. Clifford, M. P. P. Mrs. Clifford, Mrs. Fraser, Mrs. MacDonald, G. Spring-Rice, and Miss Mill-cent Latimer. Upwards of 150 tons of her cargo was shipped for Bennett by the Victoria-Yukon Trading Co., which had also forwarded a similar large consignment by the Alpha the previous evening. The Brackman & Ker Co.'s Northern shipments for the Danube were passed to her by the Maude yesterday, while the V. Y. Co.'s millstuffs and hay were brought from the Sound by the Oscar, which made a special trip for the purpose.

### INCREASING THEIR FACILITIES.

The Esquimalt Marine Railway Co. Adds a Third Slip For Small Craft in the Upper Harbor.

The Esquimalt Marine Railway Co., having got their Vancouver ship in good working order, have now added a third slip in the upper Victoria harbor, where small craft up to 500 or 600 tons—will hereafter be accommodated. The company have taken possession of the old Star shipyard, which has not been in general use since the fire some time ago, and 50 or 60 men are putting it in the best of order. The slip will be ready for use in two or three weeks, and the Casca, a steamer of the company's own building, will have the honor of being first drawn out. She is now awaiting her overhauling, in Esquimalt harbor. Hereafter it is expected that the majority of the sealing fleet will be accommodated. Turpel's ways are also being made ready for the business of the winter.

### GOSSIP OF THE WATERFRONT.

Odds and Ends of Marine News Briefly Told for Busy Readers.

Steamer Rosalie is now fully two days overdue from the North. She should reach either Victoria or the Sound to-day, her call here being contingent upon her having passengers to land.

Steamer Queen made a fast passage up from San Francisco leaving the Bay City Monday afternoon, and arriving at the ocean dock here yesterday. She had eighteen cabin and five second-class passengers for this city, in addition to 104 censors of fresh fruits. Her sister liner, the Umattila, goes south to-day.

D. G. S. Quadra went out to the Gulf yesterday, with men and materials for the construction of the new lighthouse to be erected at Turn Point, Seaforth channel.

Steam collier San Mateo passed out to sea yesterday, laden for departure Bay. The ship is now due up for cargo, and the Tullis, from the Orient, enter the coal trade, after docking for a cleaning and inspection.

Steamer Thistle has gone to the Skeena for a special salmon cargo.

Steamer Warrimoo sails for Sydney, N. S. W., and intermediate ports to-day. She is full to the hatches with cargo, including some 600 tons which the ship was obliged to leave behind on the last trip, and carries a fair number of passengers, Ben Goodson, the Australian cycling champion, being one of the number.

The N. Y. K. liner Isu-maru is due from the Orient to-day.

Tug Lorne went out to the Cape yesterday, seeking.

Nothing was heard of the steamer Boscawen by her owners yesterday. They are looking for her arrival hourly.

To the steamer Mamie belongs the credit for the safe delivery of the big barge Georgian at Skagway.

Steamer Alpha called at Vancouver yesterday, northbound.

British bark Drumblair has cancelled her wheat charter, and will probably take a special cargo of coal to Manila for the United States government.

A man's wife should always be the same, especially to her husband, but if she is often weak and nervous and uses Carter's Iron Pills, she cannot be, for they make her "feel like a different person," so they all say, and their husbands say so, too.

## Vancouver's News Budget.

### San Francisco Man With a Theory Bringing Him Snug Fortune.

### Merchants Will Advertise Their City—Northern Mails—Telegrapher for Dawson.

From Our Own Correspondent.

Vancouver, Sept. 20.—The steamer Rosalie arrived at Vancouver to-day with about 150 passengers, 10 of them being survivors of the Edmonton trail, who are being cared for and sent to Seattle by the American government. There was about \$150,000 in treasure on board.

J. Swan Johnson, M. E., of San Francisco, had \$65,000. Johnson states that the geological formation in the Klondike is the same as in California, and acting on his conviction of this fact, he looked for pockets from which the placer gold came. On French hill he was rewarded for his search, and his clean-up was taken from these pockets in nuggets.

Among the passengers coming out on the river boat with them were Clarence Berry and his partner. They had between them 605 pounds of dust.

The board of trade met in special session last night and decided to purchase 300 papers from the local publishing houses for distribution in Klondike, with a view of advertising Vancouver. The scheme of paying \$5,000 to the Dawson Nugget for a five-page write-up and the distribution of this paper along the creeks will be further considered.

The committee appointed by the board to look into the statement that the barge Skookum, arriving at this port, was unseaworthy, reported that the barge was not safe, but that neither the customs nor the American consul could do anything, as the 27 men, women and children on board were registered as the crew, and there being nominally no passengers, the law regarding carrying passengers in unsafe boats could not be applied. There being no hull inspector here, it was decided to apply to the minister of marine for the appointment of such an official.

The committee appointed to enquire into the matter of delayed mails to Dawson recommended that the postmaster-general be requested to send a special messenger to Skagway and Dawson to enquire into the matter, and that a bi-weekly service between Vancouver and Dawson be established. The recommendation was accepted by the board. A request will also be made to the postmaster-general to establish a direct mail service north as far as Port Simpson, instead of having the mails go first to Victoria to be forwarded.

Ald. Wood has given notice that he will move for an amendment to the charter, making it lawful for the city to require successful tenderers for city supplies to place the union labels on their goods thus supplied.

The four urechins, ranging in age from 5 to 13 years, who have pleaded guilty to numerous petty thefts, have been sentenced to six months in the Victoria reformatory.

Two men, W. Grievess and W. Evans, have been fined \$20 and costs—Grievess for assaulting Chinamen and Evans for inciting Grievess to resist arrest.

D. McKenzie, a very popular C. P. R. telegraph operator, left to-day to take charge of the government telegraph office at Dawson. Numerous friends made a great number of useful articles to Mr. McKenzie prior to his hurried departure, just as a reminder of Vancouver and old friends in the Far North.

### AS LEFT BY GREELEY.

Explorer's Headquarters in Frozen North Unvisited for Sixteen Years.

Briggs, Nfld., Sept. 10.—The Peary-Harmsworth's steamer Windward, Captain John Bartlett, from Etah, North Greenland, August 26, arrived here to-day, reporting all well on board. She will be followed in a week by the Peary Arctic Club's steamer Diana, Captain Samuel W. Bartlett, also from Etah. The Windward reports that all on board the Diana were well at the time the vessels separated. The two steamers met at Etah on August 12, and worked in company under the personal direction of Lieutenant Peary in collecting supplies for the winter and the equipment for next spring's campaign.

The Windward was ice-bound in All Man bay on the west side of Kane basin, about 50 miles north of Cape Sabine, from August 18, 1898, to August 2, 1899, being in a sort of eddy undisturbed by wind or current. The season was one of continuous calm, with very little snow, the minimum temperature at the ship being 70 degrees below zero. All the Windward's company, including the entire Esquimaux, were exempt from illness, accidents or casualty of any kind.

Lieutenant Peary and the sledge parties were in the field almost continuously from October, 1898, to August of this year, and have effected an extraordinary amount of important work, not only bearing on the future of his own expedition, but adding much to the geographical knowledge of the coast line and the interior of Ellesmere Land, the southern portion of Grinnell Land. His sledging journeys aggregate more than 1500 miles, not including several trips repeated over portions of the track.

As soon as the young ice could bear a sledge, Lieut. Peary made a careful reconnaissance of the coast line south of All Man bay, and carefully defined the lands and water between that point and Cape Sabine. The coast line of Prince of Wales and Buchanan strait, heretofore unknown, was accurately defined, and Hayes sound was demonstrated to be a myth. This work completed, Lieutenant Peary next made several successful hunting trips, and laid in an ample supply of fresh meat, including mule oxen, seal and birds, for the winter.

Utilizing the December moon, he sledged along the ice for 250 miles north, over almost impassable ice, to Fort Conger, the headquarters of the Greeley expedition. He had the misfortune to have both feet frost-bitten, which necessitated six weeks' delay and confinement, until he could make the return trip. Lashed to a sledge, he was hauled all the way to the Windward, where several toes were amputated. Complete recovery followed rapidly, and he now walks as well as ever.

Lieutenant Peary found Fort Conger exactly as Greeley had left it. The tabe was standing from the last meal, and all the other appointments had remained un-

disturbed for 16 years. The buildings were in fair condition, though some of them would not be serviceable much longer. He took possession of all the property, real and personal, in the name of the United States government, and posted notices to that effect. He ranged away, and is sending back, the original Greeley records, the sextant of Lieut. Beaumont, R. N., of the Nares-Markham expedition of 1876-78, recovered by Lieut. Lockwood, and many private letters and papers of members of Greeley's party, all of which are to be forwarded to the Peary Arctic Club, of New York. A considerable quantity of provisions was also found.

His winter headquarters Lieut. Peary has established at Etah, one of the eligible points on the east side of Smith sound. It is a mile or so north of Hayes' winter quarters in 1861, 5 miles south of Lifeboat cove, in which the Porphyrio wintered, and 6 miles north of Cape Alexander. Ample supplies for the remainder of the time of the expedition—not less than 50 tons—have been landed. He has built a commodious living room for himself and his companions, in which they will be thoroughly comfortable during the winter.

### CANADA'S GREATEST LINIMENT.

Griffiths' Menthol Liniment is the greatest cutaneous discovery of the age. A liniment which penetrates muscle, membrane and tissues to the very bone, banishes pains and aches with a power impossible with any other remedy. Use it for rheumatism, neuralgia, headaches and all soreness, swelling and inflammation. All druggists, 25 cents.

WE NEVER PUT A DRESSING ON THE MARKET UNTIL WE HAVE TESTED IT AND FOUND IT TO BE BETTER THAN ANY OTHER.

THIS MAKES IT SAFE FOR YOU TO BUY

**PACKARD'S SPECIAL Leather Dressings**

MANUFACTURED BY L. H. PACKARD & CO. MONTREAL.

25 CENTS AT SHOE STORES.

## Millinery Opening.

Wednesday, Sept. 20  
And Following Days.

Mrs. W. Bickford, 61-63 Fort Street

**BOVRIL**

BOVRIL is a combination of all the nutritious constituents of Fresh Lean Beef with the stimulating properties of Extract of Meat.

## VICTORIA THEATRE.

One full week, beginning Monday, September 18.

## The Shaw Co.

SUPPORTING

Mr. Sam T. Shaw

In an excellent repertoire of Popular Plays at Popular Prices.

## TO-NIGHT

## "In Missouri."

TO-MORROW NIGHT.

## "The Brand of Cain"

PRICES: 25c, 35c, and 50c.

Reserved seats on sale at the Victoria Book & Stationery Company's.

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will shortly be removed to premises adjoining Nicholles & Co's Hatware Store.